



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Infrastructure and Services Committee
to be held in the Council Chamber,
First Floor, Civic Administration Building,
101 Esk Street, Invercargill on
Monday 3 April 2017 at 4.00 pm**

His Worship the Mayor Mr T R Shadbolt JP
Cr L S Thomas (Chair)
Cr I R Pottinger (Deputy Chair)
Cr A J Arnold
Cr K F Arnold
Cr A H Crackett
Cr I L Esler

EIRWEN HARRIS MITCHELL
MANAGER, SECRETARIAL SERVICES

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7. URGENT BUSINESS

8. PUBLIC EXCLUDED SESSION

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

(a) *Report of the Director of Works and 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) Contract 807 – Piped Network Utility Maintenance 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)
Makarewa Sewerage – Purchase of Land	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 7(2)(i)

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE MONDAY 3 APRIL 2017

MONITORING OF SERVICE PERFORMANCES

Report Prepared by: Melissa Short – Strategy and Policy Manager

SUMMARY

Reporting on the Infrastructure and Services levels of service measures for the period comprising 1 July 2016 to 28 February 2017.
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RECOMMENDATIONS

That the report be received.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> The report monitors performance in relation to levels of service measures identified in the Long Term Plan and the Annual Plan.
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> Yes.

FINANCIAL IMPLICATIONS

No financial implications arise from this report.

PARKS AND RESERVES

Safety works carried out on the Surrey Park Grandstand, and the Athletes Association have assisted by painting of the seating. More investigations are being carried out on the EQ strengthening that is required. Estuary Walkway storm protection is about to commence, which will protect part of the low lying track on the edge of the estuary from wave surge and washouts. Site works have commenced for the Chinese Gardens in Queens Park with the excavations of the pond and relocating of services to happen at a similar time as the Council's sewer line replacement works through the St Andrew street track. Exterior maintenance of the Anderson Park house spouting and shutters has commenced. Repairs to the concrete surface of the Elles Road Skate Park have commenced with half of the area being treated at a time to minimise the disruption to users of the park. Land preparation has commenced for forestry regarding plantings at Sandy Point, and this work will also allow for additional areas for recreational users.

PUBLIC TOILETS

	1 July 2015 to February 2016	1 July 2016 to February 2017
Access to Services		
Automated toilets are available 24 hours a day.	99%	98%

ROADING

	1 July 2015 to February 2016	1 July 2016 to February 2017
Traffic Signs and Signals		
Vandalised / missing signs and maps are promptly responded to within 48 hours.	99%	92%
Traffic signals are responded to within one hour for emergency works, four hours for serious faults and 12 hours for minor faults.	94%	84%
Street Lighting		
Compliance with New Zealand Street Lighting Standard. (LTP Measure – Increasing percentage)	Annual Measure as at end of June each year	Annual Measure as at end of June each year
Cycling Network		
Council's cycling network is fully marked. (LTP Measure – Increasing Network)		
Road Safety		
Number of fatalities and serious injury crashes on the local road network. (LTP Measure – reducing number)	New Measure	Annual Measure Jan-Dec each year
Road Condition		
The average quality of ride on a sealed local road network, measured by smooth travel exposure.		
LTP Measure – Urban >81%		Annual Measure As at 30 June each year

LTP Measure – Rural >93%		Annual Measure As at 30 June each year
Road Maintenance		
The percentage of the sealed local road network that is resurfaced. (LTP Measure – Chipsealing 5.9%)	New Measure	Annual Measure as at end of June each year
Footpaths		
The percentage of footpaths within a Council's district that fall within the level of service or service standard for condition of footpaths as set out in the Asset Management Plan. (LTP Measure – 95% of sealed footpaths have a condition of good or better)	New Measure	Annual Measure as at end of June each year
Response to Service Requests		
The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the Long Term Plan. (LTP Measure 75% within 5 days)	New Measure	Monthly Cumulative result 65%

* Responded to means that the contractor has been notified and has visited the site to ensure it is made safe for use by traffic and pedestrians.

Programme of Works

Roading

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Anne Street	Filleul Street	Fulton Street	Chipseal	Planned	Completed
Arthur Street	Philip Street	Dee Street	Chipseal	Planned	Completed
Avon Road	Bain Street	Chesney Street	Rehabilitation	Planned	In Progress
Bainfield Road	North Road	Queens Drive	Asphalt	Planned	Completed
Balmoral Drive	Elles Road	Clyde Street	Chipseal	Planned	Completed
Bandon Street	Bann Street	Budd Street	Chipseal	Planned	Planned
Bond Street	Clyde Street	Crinan Street	Rehabilitation		Planned
Burrows Street	Marine Parade	Elizabeth Street	Chipseal	Planned	Planned
Carlyle Street	Tay Street	West Street	Chipseal	Planned	Completed
Dunns Road	Curran	Bridge	Chipseal	Planned	Deferred
Filleul Street	Philip Street	Dee Street	Chipseal	Planned	Completed
Foreshore Road	Shannon Street	Old Wharf Approach	Chipseal	Planned	Planned
Fulton Street	Philip Street	Dee Street	Chipseal	Planned	Completed
Gore Street	Suir Street	Gore Street	Chipseal	Planned	Planned
Gorge Road Invercargill Hghwy	Murphy Road	Kennington- Waimatua Road	Chipseal	Planned	Completed
Hensley Street	Philip Street	Dee Street	Chipseal	Planned	Completed
Louisa Street	Philip Street	Dee Street	Chipseal	Planned	Planned
MacQuarrie Street	Elles Road	Brown Street	Chipseal	Planned	Planned

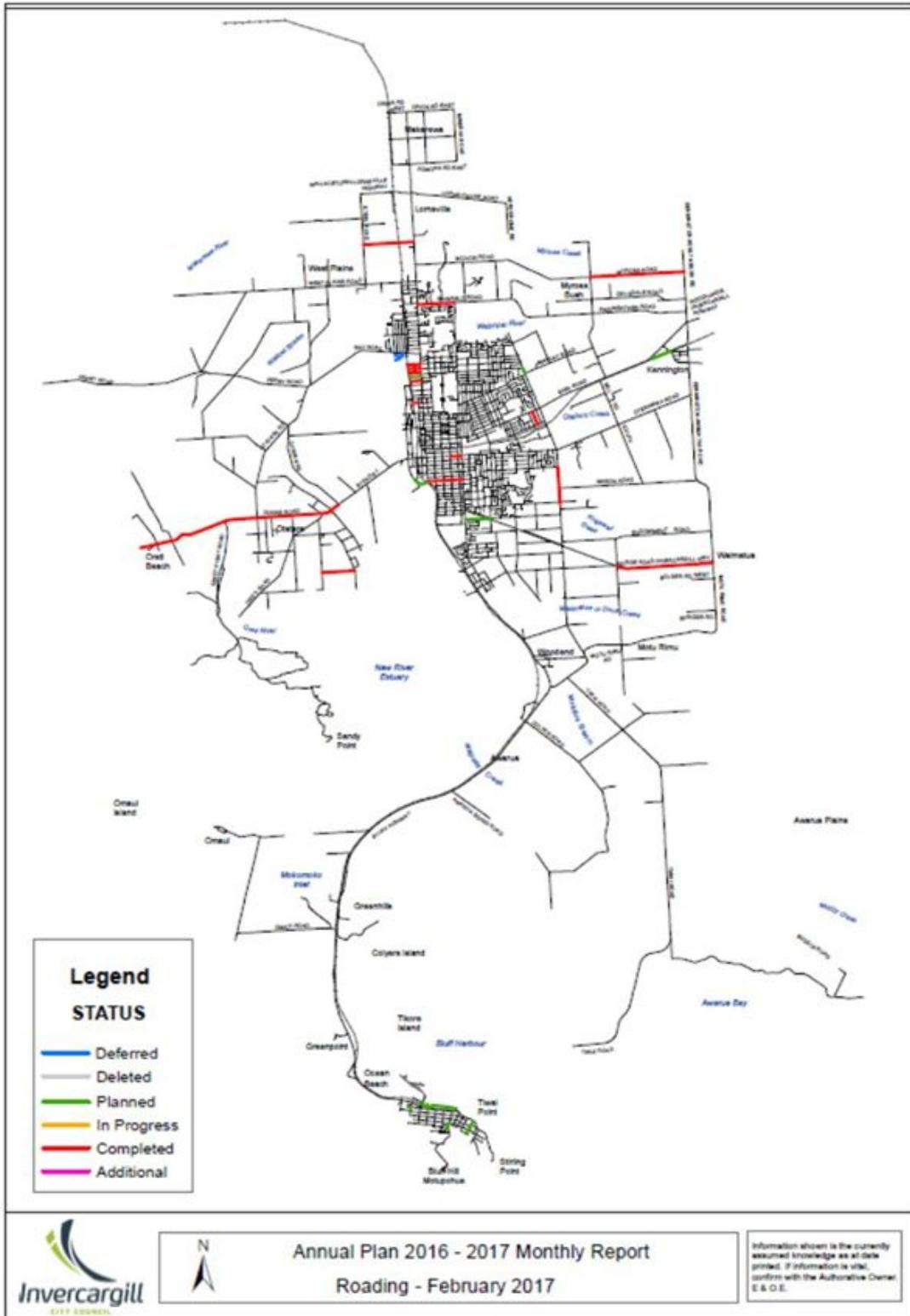
INFRASTRUCTURE AND SERVICES AGENDA - MONITORING OF SERVICE PERFORMANCE

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
McLew Road	McLew Road	Rimu Road	Chipseal	Planned	Planned
Mill Road North	Bainfield Road	Findlay Road	Rehabilitation	Planned	In Progress
Moore Road	North Road	Steele Road	Chipseal	Planned	Completed
Moray Crescent	Bay Road	Moray Crescent	Chipseal	Planned	Deferred
Myross Road	Roslyn Bush Road	Mill Road North	Chipseal	Planned	Completed
Nevis Crescent	Moray Crescent	Nevis Crescent	Chipseal	Planned	Deferred
Racecourse Road	Herbert Street	St Andrew Street	Chipseal	Planned	Planned
Regent Street	Tramway Road	Lauder Crescent North	Rehabilitation	Planned	In Progress
Rockdale Road	Centre Street	Tramway Road	Chipseal	Planned	Completed
Rons Place	Foreshore Road	Rons Place	Chipseal	Planned	Planned
Thames Street	Liffey Street	Philip Street	Chipseal	Planned	Completed
Tweed St Elles Road	Roundabout		Asphalt	Planned	In Progress
Tweed Street	Elles Road	Ythan Street	Rehabilitation	Planned	Completed
Watt Road	Grant Road	Black Road	Chipseal	Planned	Completed

Map of Roding Programme – Urban



Map of Roading Programme – District



Programme of Works

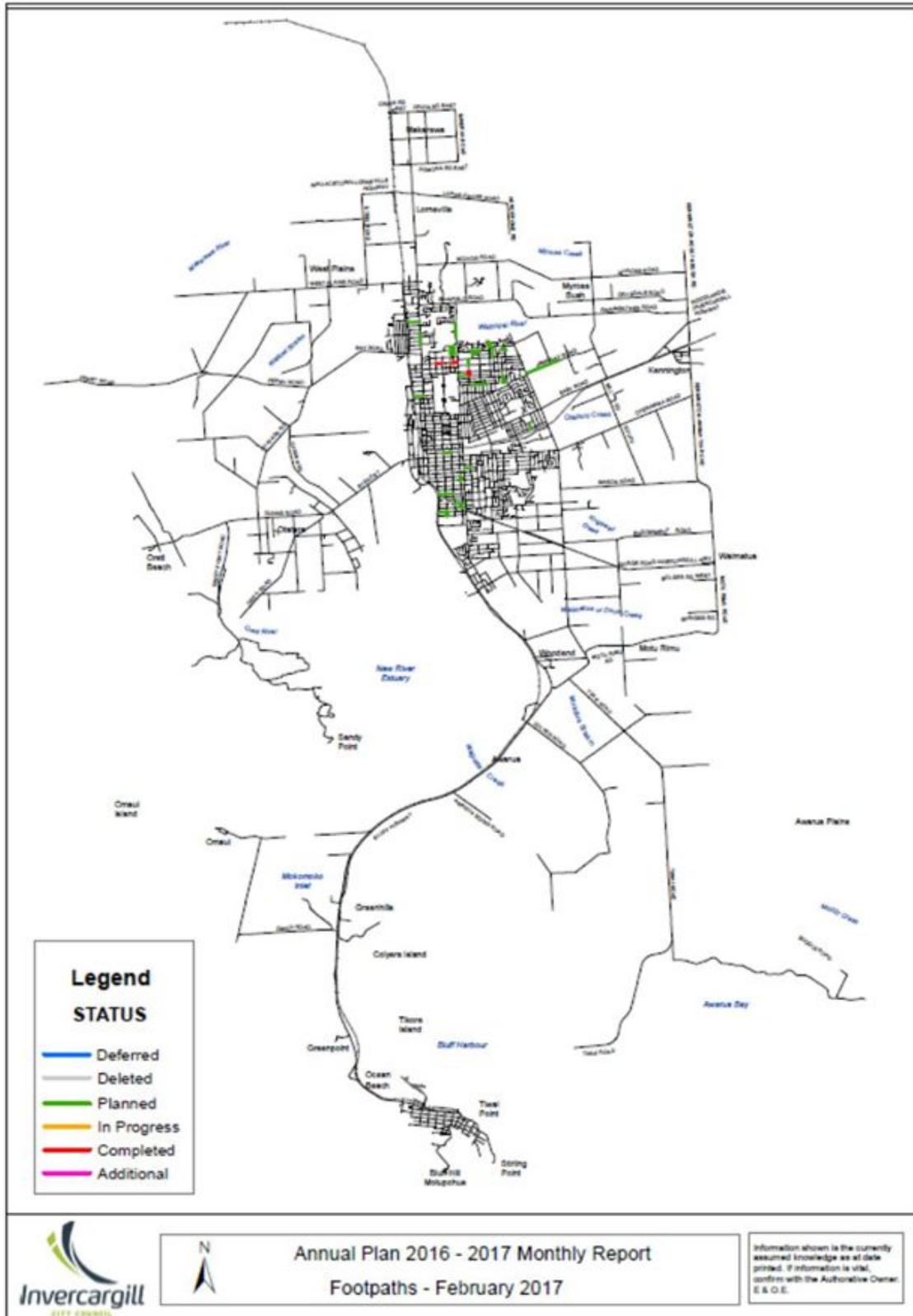
Footpaths

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Bowmont Street	Elles Road	Princes Street	Concrete	Planned	Planned
Catherine Street	Queens Drive	Windsor Street	Concrete	Planned	Planned
Conon Street	Balmoral Drive	Crinan Street	Concrete	Planned	In Progress
Conon Street	Balmoral Drive	Crinan Street	Concrete	Planned	In Progress
Conon Street	Elizabeth Street	O'Hara Street	Concrete	Planned	Planned
Duke Street	Queens Drive	Ramrig Street	Concrete	Planned	Completed
Duke Street	Grey Street	Park Street	Concrete		Completed
Elm Crescent	Montrose Street	No 7	Concrete	Planned	Planned
Elm Crescent	Montrose Street	Gladstone Terrace	Concrete	Planned	Planned
Eye Street	Conon Street	Ythan Street	Asphalt	Planned	Planned
Findlay Road	End of K&C	Bethunes Lane	Concrete	Planned	Planned
Janet Street	Bluff Road	Ythan Street	Concrete		Planned
Jospeh Street	End	George Street	Concrete	Planned	Planned
King Street	Antrim Street	Ure Street	Concrete	Planned	Planned
Kowhai Street	Layard Street	Lamond Street	Concrete	Planned	Planned
Lowe Street	Philip Street	Dee Street	Concrete	Planned	Planned
Majorie Street	West Street	Fairview Avenue	Concrete	Planned	Planned
Manse Street	Ness Street	End	Concrete	Planned	Planned
Montrose Street	No 3	Gladstone Terrace	Concrete	Planned	Planned
Montrose Street	No 12	Gladstone Terrace	Concrete	Planned	Planned
Ness Street	Balmoral Drive	Earn Street	Concrete	Planned	Planned
North Road	Dudley Street	Galway Street	Asphalt	Planned	Planned
O'Hara Street	Bluff Highway	Conon Street	Concrete	Planned	Planned
Panton Street	Ythan Street	Ness Street	Concrete	Planned	Planned
Pine Crescent	Ward Street	22 Pine Crescent	Concrete	Planned	Planned
Pine Crescent	Ward Street	22 Pine Crescent	Concrete	Planned	Planned
Price Street	Ross Street	NorthRoad	Concrete	Carryforward	Planned
Queens Drive	Bridge	Gimblett Street	Resurfacing	Planned	Planned
Salford Street	Cruickshank Crescent	Moana Street	Concrete	Planned	Planned
Terrace Street	Waihopai Street	Wilton Street	Concrete	Planned	Planned
Terrace Street	Waihopai Street	Wilton Street	Concrete	Planned	Planned
Waihopai Street	High Street	Terrace Street	Concrete	Planned	Planned
Windsor Street	Catherine Street	Herbert Street	Asphalt	Planned	Completed
Windsor Street	Chelmsford Street	Layard Street	Concrete	Planned	Planned

Map of Footpath Programme – Urban



Map of Footpath Programme – District



SEWERAGE

Please note that service level measures differ from previous years. The service levels stated below are those as required by the Local Government Act 2002, section 261B.

	1 July 2015 to February 2016	1 July 2016 to February 2017
System and Accuracy		
<p>Sewerage. System Adequacy. Number of dry weather sewerage overflows.</p> <p>The number of dry weather sewerage overflows from the Invercargill City Council's sewerage system, expressed per 1000 sewerage connections to that sewerage system.</p> <p>(LTP Target 2015/16 – 4 blockages per 1000 properties annually)</p>	<p>Annual Measure</p> <p>0.34</p>	<p>Annual Measure</p> <p>0.34</p>
Discharge Compliance		
<p>Sewerage. Discharge Compliance. Compliance with the Council's resource consents for discharge from its sewerage system.</p> <p>Compliance with the Council's resource consents for discharge from its sewerage system measured by the number of:</p> <ul style="list-style-type: none"> ➤ Abatement Notices ➤ Infringement Notices ➤ Enforcement Orders ➤ Convictions received by Council in relation to those resource consents. <p>(LTP Target 2015/16 – 100% compliance)</p>	Achieved	Achieved
Customer Satisfaction		
<p>The total number of complaints received by Council about any of the following:</p> <ul style="list-style-type: none"> ➤ Sewerage - Customer Satisfaction. Number of complaints received by Council about SEWERAGE ODOUR. (LTP Target 2015/16 – 0 complaints per year) 	1	0
<ul style="list-style-type: none"> ➤ Sewerage - Customer Satisfaction. Number of complaints received by Council about its sewerage system FAULTS AND BLOCKAGES. (LTP Target 2015/16 - <4 blockages per 1000 connections per year) <p>The Council's response to issues with its sewerage system, expressed per 1000 connections to Council's sewerage system.</p>	0.3	0.45
Fault response times		
<p>Where the Council attends to sewerage overflows resulting from a blockage or other fault in the Council's sewerage system, the following median response times measured:</p> <ul style="list-style-type: none"> ➤ Attendance time – from the time Council receives notification to the time that service personnel reach the site. ➤ Resolution time – from the time that Council receives notification to the time that service personnel confirm resolution of the blockage or fault. 		

Priority	Target		
Sewerage - Emergency Response Attendance Time - 1 hour target	1 hour (LTP Target 2016/17 – 90% compliance)	96%	85%*
Sewerage - Emergency Resolution Time - 6 Hours (Target 90%)	6 hours (LTP Target 2016/17 – 90% compliance)	84%	98%
Sewerage - Urgent Response Attendance Time - 4 hour target	4 hours (LTP Target 2016/17 – 90% compliance)	97%	98%
Sewerage - Urgent Resolution Time - 24hour target	24 hours (LTP Target 2016/17 – 90% compliance)	80%	95%

* Three of the five emergency responses in February were within the 1 hour target, and for the year to date 40 of 47 response have been within the target. The contractor is working to improve response, but annual figure is likely to remain below the target.

Programme of Works

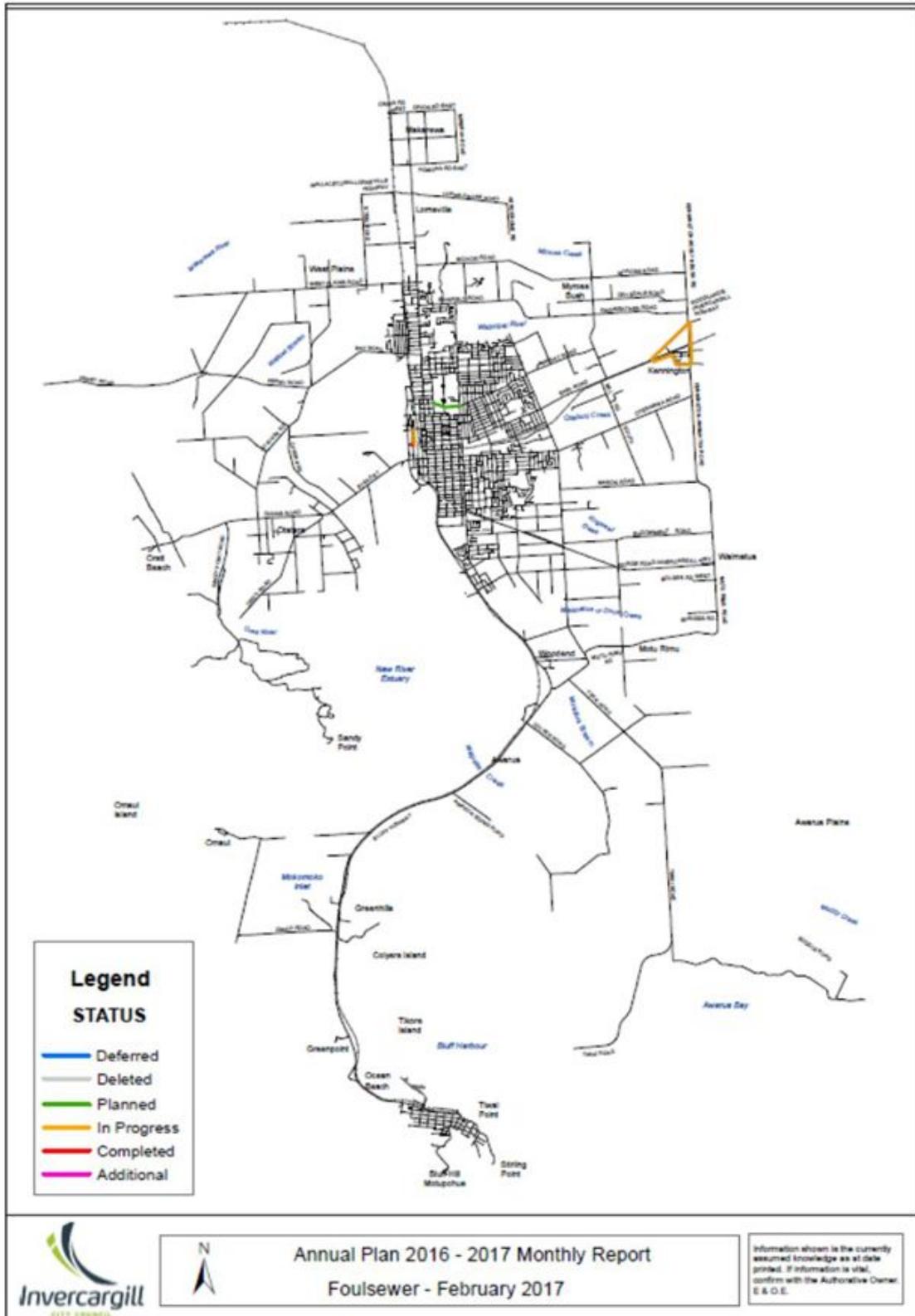
Pipeworks

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Kennington Area	Kennington Area		Growth		In Progress
Mersey Steet	Otepuni Stream	Spey Street	Relining	Planned	In Progress
Mersey Street	Otepuni Bridge	Otepuni Bridge	Renewal	Carryforward	Completed
Queens Park	Queens Drive	Kelvin Street	Renewal	Planned	Planned

Map of Sewerage Works Programme – Urban



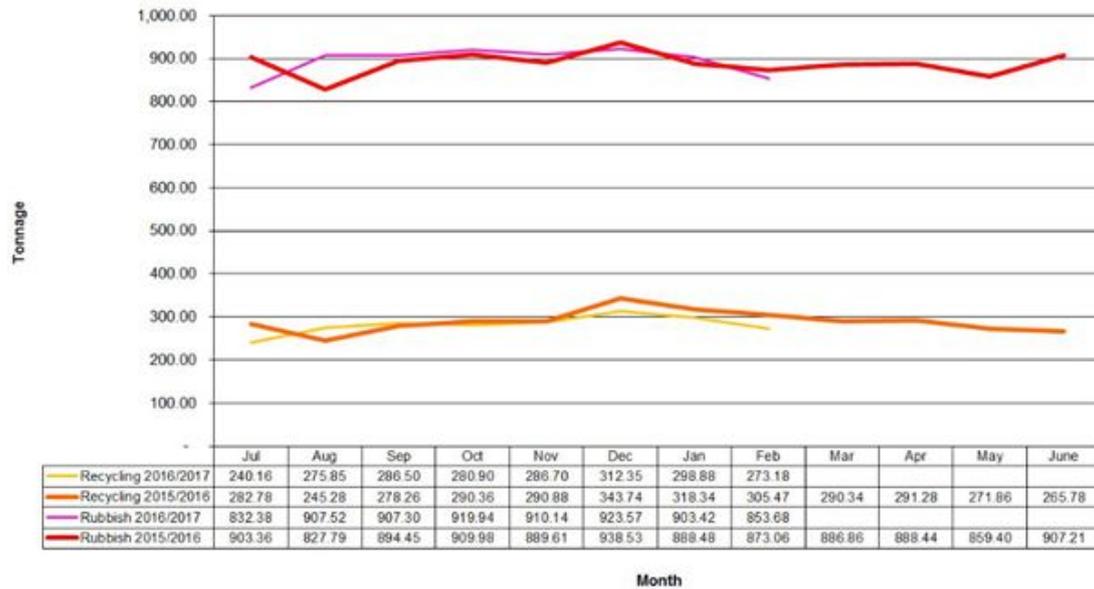
Map of Sewerage Works Programme – District



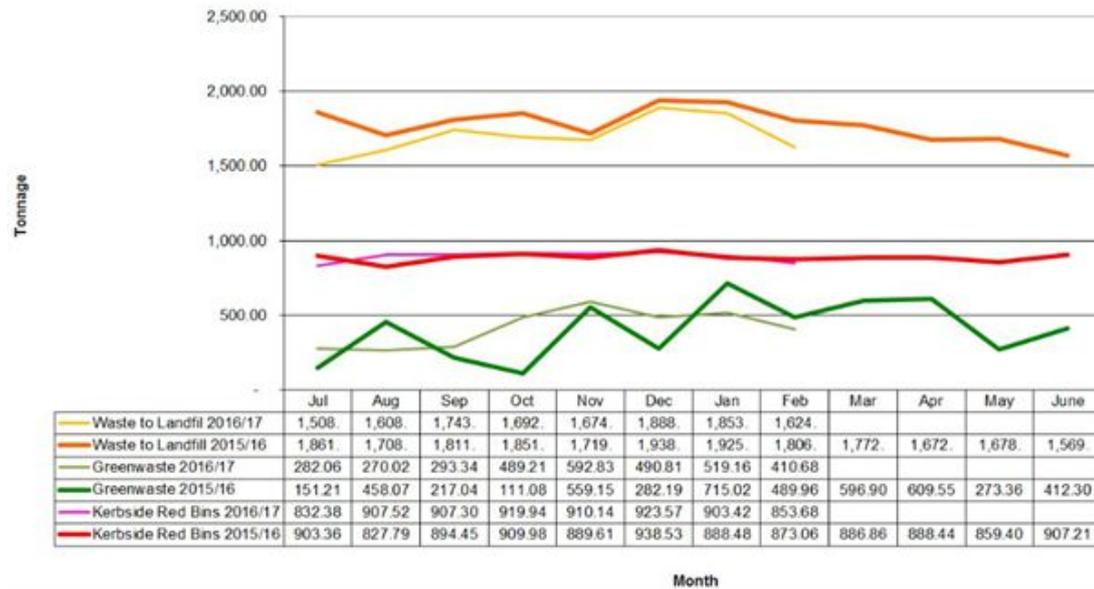
SOLID WASTE MANAGEMENT

Alternative Solid Waste Disposal Practices
Increasing use of alternative disposal practices (Cleanfill, green waste and recyclable material.) (LTP measure)

Kerbside Recycling and Rubbish Collection



Invercargill Waste Transfer Station



Graph of Solid Waste Disposal

STORMWATER

Please note that service level measures differ from previous years. The service levels stated below are those as required by the Local Government Act 2002, section 261B.

	1 July 2015 to February 2016	1 July 2016 to February 2017
System Adequacy		
Number of flooding events that occur in the Invercargill City district and for each flooding event the number of habitable floors affected. The number of flooding events that occur in the Invercargill City district. (LTP Target 2015/16 – Zero habitable floors affected per 1000 properties during any five year return storm.)*	1 storm in February 2016. No flooding reported.	Zero storms recorded in the Invercargill City district in February 2017.
Discharge Compliance		
Stormwater Discharge Compliance. Compliance with the Council's resource consents for discharge from its stormwater system. Compliance with the Council's resource consents for discharge from its stormwater system measured by the number of: ➤ Abatement Notices ➤ Infringement Notices ➤ Enforcement Orders ➤ Convictions received by Council in relation to those resource consents. (LTP Target 2015/16 – 100% compliance)	Yes	Yes
Response Times		
The median response time to attend a flooding event, measured from the time that Council received notification to the time that service personnel reach the site. (LTP Target 2015/16: Median response time to emergency events – 1 hour Median response time to urgent events – 4 hours)		
Stormwater - Emergency Response Attendance Time - 1 hour target (90% success)	100%	100%
Stormwater - Urgent Response Attendance Time - 4 hour target (90% success)	95%	92%
Customer Satisfaction		
Stormwater - Customer Satisfaction. Number of complaints received by Council about the performance of its stormwater system. The number of complaints received by Council about the performance of its stormwater system, expressed per 1000 properties connected to the Council's stormwater system. (LTP Target 2015/16 <4 complaints per 1000 properties per annum)	1.0	0.24

Programme of Works

Pipeworks

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Beatrice Street			SW Treatment Pond	Carryforward	Planned
Gala Street	Dee Street	Deveron Street	Renewal	Planned	Completed
Jed/Ythan Street	Otepuni Stream	Don Street	Upgrade		In Progress
Tay Street	Kelvin Street	Jed Street	Renewal	Planned	Planned

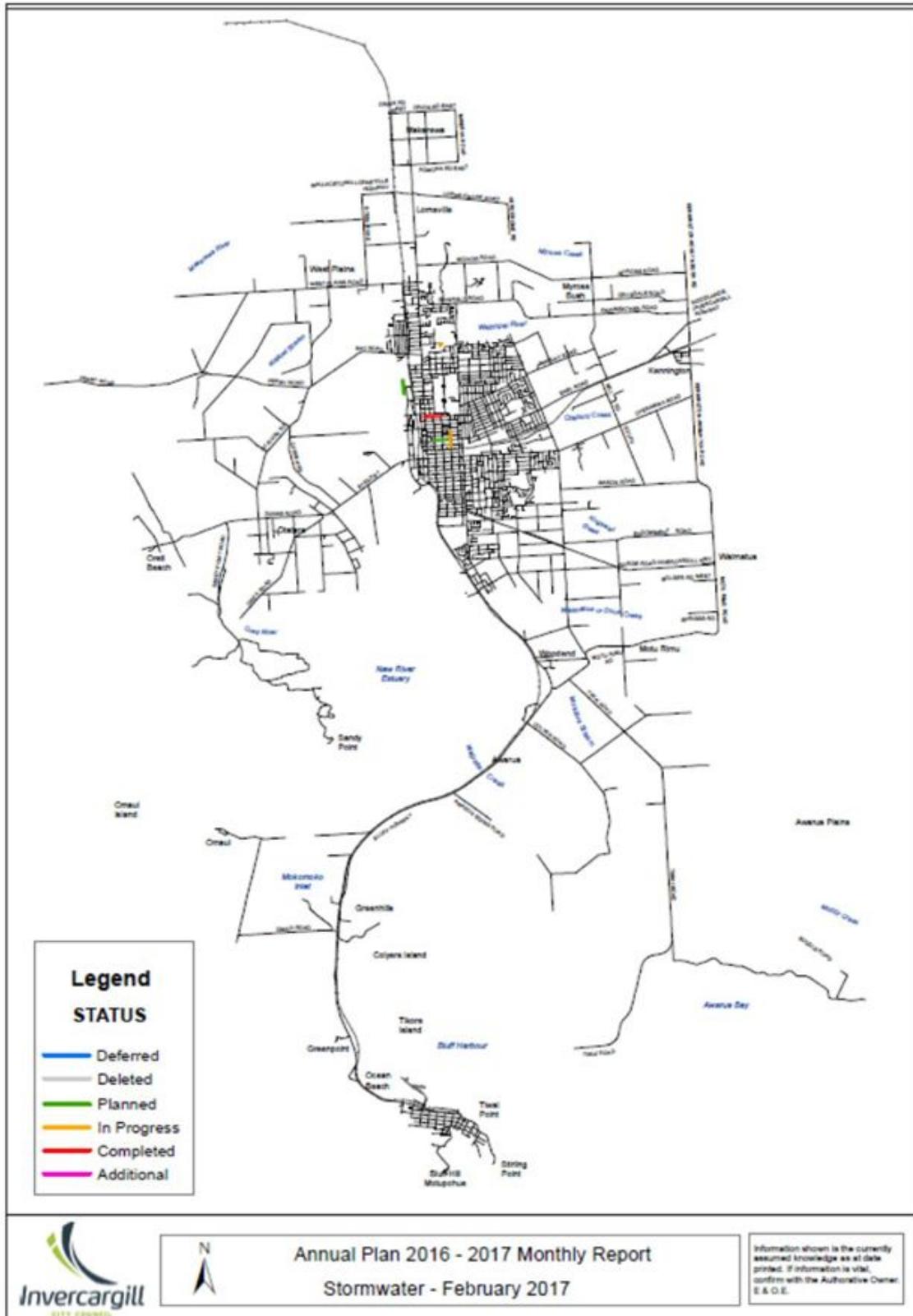
Pump Stations/Reservoirs

Location	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Prestonville SWPS	Pump Replacement (3)	Carryforward	In Progress

Map of Stormwater Programme – Urban



Map of Stormwater Programme – Rural



WATER SUPPLY ACTIVITY

Please note that service level measures differ from previous years. The service levels stated below are those as required by the Local Government Act 2002, section 261B.

	1 July 2015 to February 2016	1 July 2016 to February 2017
Safety of Drinking Water		
The extent to which the local authority's drinking water complies with:		
(a) Safety of Drinking Water. The extent to which ICC complies with drinking water standards - BACTERIA COMPLIANCE CRITERIA Part 4 of the drinking water standards (bacteria compliance criteria) (LTP Target 2015/16 - 100%)	Achieved	Achieved
(b) Safety of Drinking Water. The extent to which ICC complies with drinking water standards - PROTOZOAL COMPLIANCE CRITERIA Part 5 of the drinking water standards (protozoal compliance criteria) (LTP Target 2015/16 - 100%)	Not achieved Transgression during February	Not achieved Transgression on 29 October 2016
Maintenance of the reticulation network		
Maintenance of the reticulation network. Percentage of real water loss from the networked reticulation system. The percentage of real water loss from the networked reticulation system (calculated according to the methodology outlined in Water NZ Water Loss Guidelines publication February 2010). (LTP Target 2015/16 – less than 30%)	Annual Measure	Annual Measure
Customer Satisfaction		
The total number of complaints received by Council about any of the following:		
(a) Customer Satisfaction. Total number of complaints received by Council in relation to DRINKING WATER CLARITY. Drinking water clarity (LTP Target 2015/16 – no more than 0.45 per month)	Achieved	Achieved
(b) Customer Satisfaction. Total number of complaints received by Council in regard to DRINKING WATER TASTE. Drinking water taste (LTP Target 2015/16 – no more than 0.43 per month)	Achieved	Achieved
(c) Customer Satisfaction. Total number of complaints received by Council in relation to DRINKING WATER ODOUR. Drinking water odour (LTP Target 2015/16 – No more than 0.45 per month)	Achieved	Achieved

	1 July 2015 to February 2016	1 July 2016 to February 2017
(d) Customer Satisfaction. Total number of complaints received by Council in relation to DRINKING WATER PRESSURE OR FLOW. Drinking water pressure or flow (LTP Target 2015/16 – No more than 0.45 per month)	Achieved	Achieved
(e) Customer Satisfaction. Total number of complaints received by Council in relation to CONTINUITY OF SUPPLY. Continuity of supply (LTP Target 2015/16 – No more than 0.45 per month)	Achieved	Achieved
(f) Customer Satisfaction. Total number of complaints received by Council in relation to RESPONSE TO COMPLAINTS FROM PI 137 - PI 141. Council response to any of these issues (LTP Target 2015/16 - No more than 0.45 per month)	Achieved	Achieved
<i>Expressed per 1000 connections to the Council's networked reticulation system (LTP Target 2015/16 – Per 1000 connections)</i>		
Demand Management		
Demand management. Average consumption of drinking water per day per resident. The average consumption of drinking water per day per resident within the Invercargill City Council territorial district. (LTP Target 2015/16 – less than 700 litres/day)	Achieved	Achieved
Fault Response Times		
(a) Fault response times. Attendance for URGENT call-outs. Attendance for urgent call-outs: from the time that Council received notification to the time that service personnel reach the site.) (LTP Target 2015/16 – 4 hours)	Achieved (median = 33 minutes)	Achieved (median = 1 hour and 30 minutes)
(b) Fault response times. Resolution of URGENT call-outs. Resolution of urgent call-outs: from the time that Council received notification to the time that service personnel confirm resolution of the fault or interruption. (LTP Target 2015/16 – 24 hours)	Achieved (median = 3 hours and 25 minutes)	Achieved (median = 30 minutes)
(c) Fault response times. Attendance for NON-URGENT call-outs. Attendance for non-urgent call-outs: from the time that Council receives notification to the time that service personnel reach the site. (LTP Target – 5 working days)	Achieved (median = 3 days, 20 hours and 16 minutes)	Achieved (median = 4 days, 22 hours and 43 minutes)

	1 July 2015 to February 2016	1 July 2016 to February 2017
(d) Fault response times. Resolution of NON-URGENT call-outs. Resolution of non-urgent call-outs: from the time that Council received notification to the time that service personnel confirm resolution. (LTP Target – 10 working days)	Achieved (median = 5 days, 14 hours and 11 minutes)	Achieved (median = 6 days, 22 hours and 43 minutes)

Programme of Works

Pipeworks

Street	Start	Finish	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Airport Avenue	Bond Street	Airport	Renewal	Planned	Completed
Bay Road	North Road	Ross Street	Renewal	Planned	Planned
Don Street	Dee Street	Doon Street	Renewal	Planned	Completed
Islington Street	Islington Street	Turnbull Thompson Park	Renewal	Planned	Completed
Kelvin Street	Don Street	Leet Street	Renewal	Planned	Completed
Lamond Street East	Ward Street	Salford Street	Renewal	Planned	Completed
Layard Street	Ward Street	Racecourse Road	Renewal	Planned	In Progress
Manapouri Street	Murphy Street	Manapouri Street	Renewal	Planned	In Progress
Monowai Street	Saturn Street	Conyers Street	Renewal	Planned	In Progress
Murphey Street	Saturn Street	Conyers Street	Renewal	Planned	Planned
Otepunui Avenue	122 Otepunui Avenue	Reserve	Renewal	Planned	Completed
Racecourse Road	Herbert Street	St Andrew Street	Renewal	Planned	In Progress
Spey Street	Leven Street	Deveron Street	Renewal	Planned	Completed
Terrace Street	Wilton Street	Waihopai Street	Renewal	Planned	In Progress

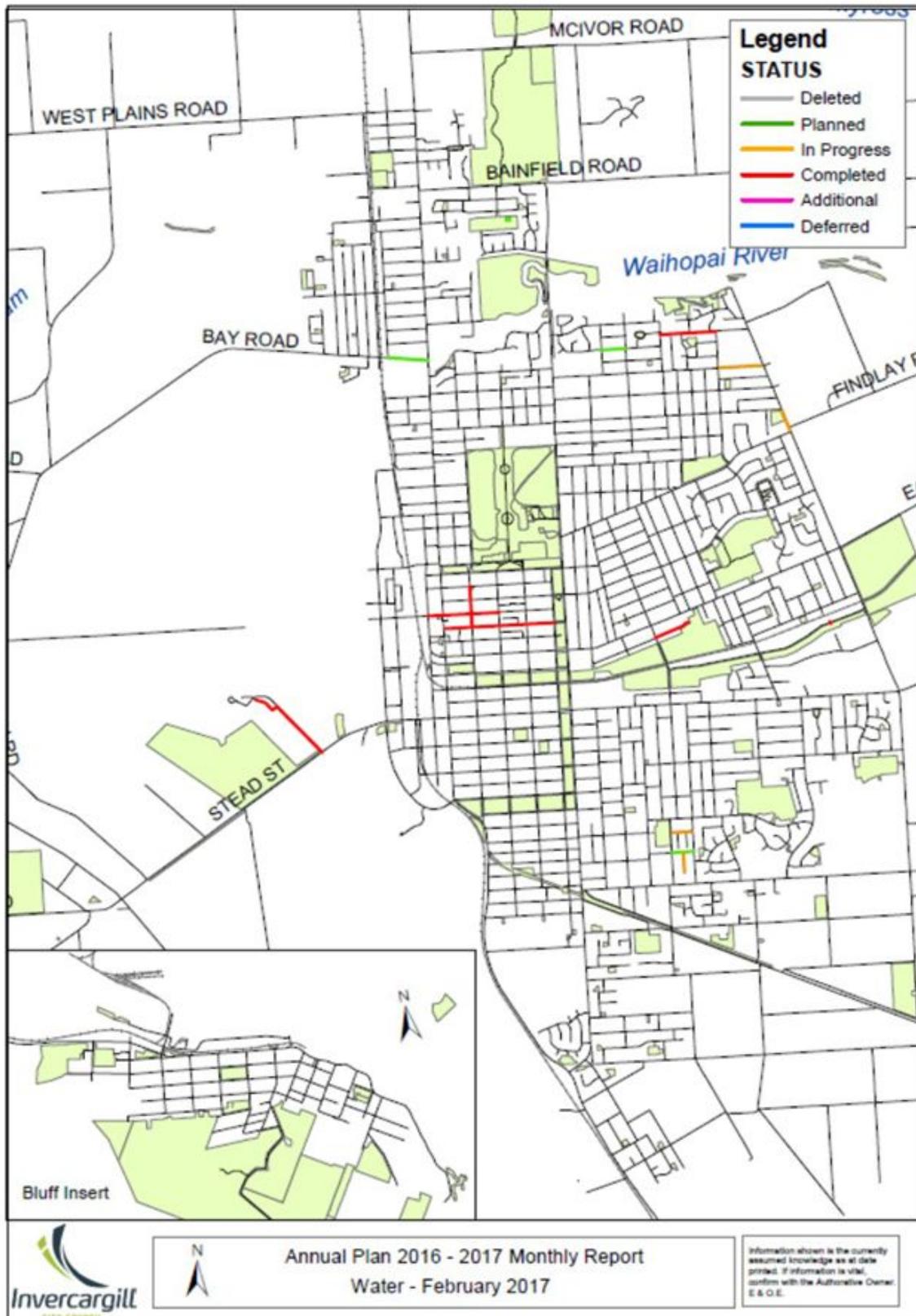
Pump Stations/Reservoir

Location	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Waikiwi Reservoir	Pump Replacement – No 3	Carryforward	Planned

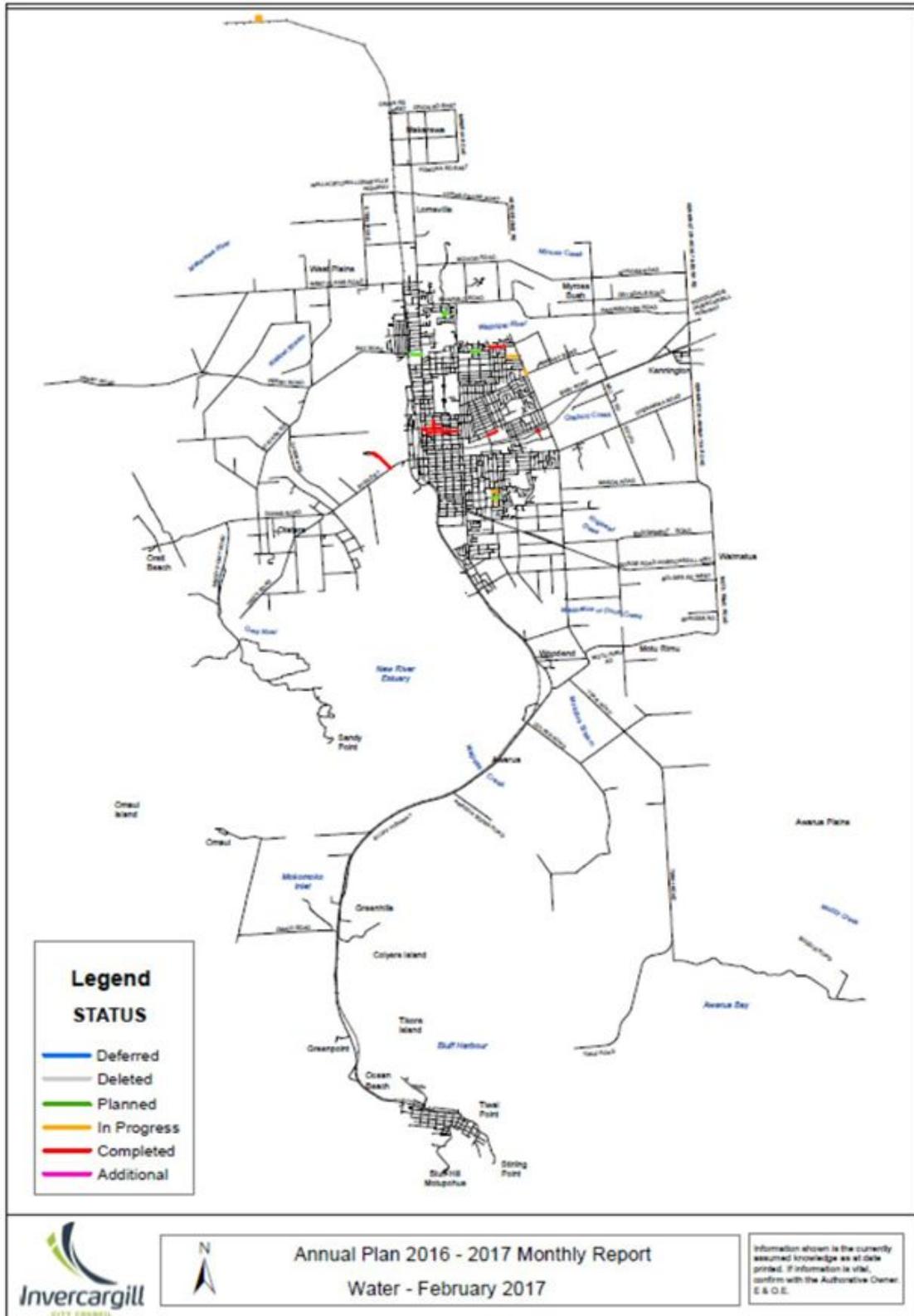
Water Treatment Plant

Location	Activity	Status 2016/17 Annual Plan	Progress to February 2017
Branxholme Treatment Plant	Pump replacement - B Pump	Carryforward	Planned
Branxholme Treatment Plant	Treatment Upgrade	Planned	In Progress

Map of Water Programme – Urban



Map of Water Programme – Rural



TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

MONITORING OF FINANCIAL PERFORMANCE
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Report Prepared by: Cameron McIntosh – Director of Works and Services

SUMMARY

Financial commentary for activities reporting to the Infrastructure and Services Committee for the seven month period to 31 January 2017.

RECOMMENDATIONS

That this report be received.

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> No.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Not applicable.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

FINANCIAL IMPLICATIONS

The financial commentary and financial accounts are provided for information.

Business Unit **500000 - Works and Services**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	11,859,539	11,982,775	(123,235)	8,682,360	20,541,900
Fees & Charges Revenue	12,034,027	4,164,873	7,869,153	(4,556,424)	7,477,603
Grants & Subsidies Revenue	2,222,715	2,886,916	(664,201)	3,343,804	5,566,519
Financial Revenue	163,552	236,223	(72,671)	573,257	736,809
Total Revenue	26,279,833	19,270,787	7,009,046	8,042,997	34,322,830
Internal Expenditure	7,064,038	6,604,678	459,359	4,258,268	11,322,306
Staff Expenditure	4,559,747	4,502,029	57,718	3,262,092	7,821,839
Administration Expenditure	3,556,322	847,580	2,708,742	(1,761,904)	1,794,418
Financial Expenditure	766,291	1,208,693	(442,401)	1,305,753	2,072,045
Repairs & Maintenance Expenditure	4,930,828	5,504,491	(573,663)	4,505,442	9,436,270
Operational Expenditure	12,890,412	10,272,750	2,617,662	4,720,017	17,610,428
Depreciation Expenditure	12,763,016	13,023,650	(260,633)	9,563,240	22,326,257
Total Expenditure	46,530,654	41,963,870	4,566,784	25,852,909	72,383,563
Operating Surplus / (Deficit)	(20,250,821)	(22,693,083)	2,442,262	(17,809,911)	(38,060,732)
Capital Expenditure	15,175,766	18,732,048	(3,556,282)	77,034,968	92,210,734
Capital Funding	(5,134,785)	(5,864,091)	729,306	(69,447,499)	(74,582,284)
Cash Back Depreciation	12,763,016	13,023,650	(260,633)	9,563,240	22,326,257
Rates Required	17,528,785	22,537,390	(5,008,605)	15,834,140	33,362,926

Commentary:

The financial commentary and financial accounts are provided for information.

Business Unit **510000 - Works and Services - Services**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	1,283,388	1,371,785	(88,397)	1,068,244	2,351,632
Fees & Charges Revenue	159,294	16,927	142,368	(133,682)	25,613
Financial Revenue	10,311	0	10,311	(10,311)	0
Total Revenue	1,452,994	1,388,712	64,282	924,251	2,377,245
Internal Expenditure	178,089	177,728	361	126,588	304,677
Staff Expenditure	930,571	904,584	25,987	641,188	1,571,759
Administration Expenditure	85,502	62,918	22,584	37,725	123,227
Repairs & Maintenance Expenditure	15,337	42,483	(27,146)	57,491	72,828
Operational Expenditure	175,338	301,992	(126,654)	342,362	517,701
Depreciation Expenditure	85,789	85,929	(140)	61,518	147,307
Total Expenditure	1,470,626	1,575,634	(105,008)	1,266,873	2,737,499
Operating Surplus / (Deficit)	(17,632)	(186,922)	169,290	(342,622)	(360,254)
Capital Expenditure	168,634	239,715	(71,081)	97,591	266,225
Capital Funding	123,522	0	123,522	(566,713)	(443,191)
Cash Back Depreciation	85,789	85,929	(140)	61,518	147,307
Rates Required	223,999	340,708	(116,709)	(188,018)	35,981

Commentary:

Works and Services are \$116,709 under budget for the first seven months to January. Additional income from industrial properties has been received and this amount has yet to be transferred to Reserve. Expenditure on the Asset Management system has yet to incur some capital and implementation costs due to timing of consultants and purchasing of modules on Valuation.

Business Unit **516000 - Works and Services - Toilets**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	174	60	114	(71)	102
Total Revenue	174	60	114	(71)	102
Internal Expenditure	24,359	24,153	206	17,046	41,405
Staff Expenditure	143	0	143	(143)	0
Administration Expenditure	4,260	3,945	315	4,248	8,508
Financial Expenditure	8,064	10,917	(2,852)	10,650	18,714
Repairs & Maintenance Expenditure	10,027	21,718	(11,691)	27,204	37,231
Operational Expenditure	104,444	111,554	(7,110)	86,792	191,236
Depreciation Expenditure	14,071	13,604	467	9,250	23,321
Total Expenditure	165,369	185,891	(20,522)	155,046	320,415
Operating Surplus / (Deficit)	(165,195)	(185,831)	20,636	(155,117)	(320,313)
Capital Expenditure	0	32,357	(32,357)	55,470	55,470
Capital Funding	9,986	9,987	(0)	(18,836)	(8,850)
Cash Back Depreciation	14,071	13,604	467	9,250	23,321
Rates Required	161,111	214,571	(53,461)	182,501	343,612

Commentary:

Toilets are \$53,461 under budget for the first seven months to January. Capital expenditure is planned for later in the financial year.

Business Unit **520000 - Works and Services - Engineering Services**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	1,002,991	981,926	21,065	680,310	1,683,301
Fees & Charges Revenue	76,431	35,000	41,431	(16,431)	60,000
Financial Revenue	(1)	0	(1)	1	0
Total Revenue	1,079,422	1,016,926	62,496	663,879	1,743,301
Internal Expenditure	204,715	200,675	4,039	139,300	344,015
Staff Expenditure	789,848	754,510	35,338	517,362	1,307,210
Administration Expenditure	40,130	32,439	7,691	15,480	55,610
Financial Expenditure	(45)	0	(45)	45	0
Repairs & Maintenance Expenditure	1,665	1,357	308	661	2,326
Operational Expenditure	12,897	16,927	(4,029)	16,120	29,017
Depreciation Expenditure	4,621	2,041	2,579	(1,122)	3,499
Total Expenditure	1,053,830	1,007,949	45,881	687,847	1,741,677
Operating Surplus / (Deficit)	25,591	8,976	16,615	(23,967)	1,624
Capital Expenditure	37	0	37	5,086	5,123
Cash Back Depreciation	4,621	2,041	2,579	(1,122)	3,499
Rates Required	(30,175)	(11,017)	(19,158)	30,175	0

Commentary:

Engineering Service Group are \$19,158 under budget for the first seven months to January.

Business Unit **525000 - Works and Services - 3 Waters**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	868,000	866,830	1,170	617,995	1,485,995
Total Revenue	868,000	866,830	1,170	617,995	1,485,995
Internal Expenditure	136,351	136,351	0	97,393	233,744
Staff Expenditure	757,222	689,415	67,807	437,133	1,194,355
Administration Expenditure	3,364	5,710	(2,346)	6,425	9,789
Financial Expenditure	0	1,853	(1,853)	3,176	3,176
Operational Expenditure	21,060	23,293	(2,233)	18,871	39,931
Depreciation Expenditure	0	5,250	(5,250)	9,000	9,000
Total Expenditure	917,996	861,871	56,125	571,999	1,489,995
Operating Surplus / (Deficit)	(49,996)	4,959	(54,955)	45,996	(4,000)
Capital Expenditure	4,575	0	4,575	425	5,000
Cash Back Depreciation	0	5,250	(5,250)	9,000	9,000
Rates Required	54,571	(10,209)	64,780	(54,571)	0

Commentary:

3 Waters are \$64,780 over budget for the first seven months to January. It is expected it shall balance out by the end of the financial year.

Business Unit **530000 - Works and Services - Drainage**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	348,094	301,174	46,920	266,606	614,700
Financial Revenue	56,238	2	56,236	313,762	370,000
Total Revenue	404,332	301,176	103,156	580,368	984,700
Internal Expenditure	998,691	750,112	248,579	287,215	1,285,906
Staff Expenditure	658	0	658	(658)	0
Administration Expenditure	161,010	68,463	92,547	41,612	202,621
Financial Expenditure	146,635	269,284	(122,650)	314,995	461,630
Repairs & Maintenance Expenditure	562,119	934,650	(372,531)	1,040,138	1,602,257
Operational Expenditure	637,526	651,353	(13,827)	479,080	1,116,605
Depreciation Expenditure	2,700,806	2,750,456	(49,649)	2,014,260	4,715,067
Total Expenditure	5,207,444	5,424,317	(216,873)	4,176,641	9,384,086
Operating Surplus / (Deficit)	(4,803,113)	(5,123,142)	320,029	(3,596,273)	(8,399,386)
Capital Expenditure	3,077,190	2,114,595	962,595	19,196,153	22,273,344
Capital Funding	(174,215)	383,562	(557,777)	(17,563,759)	(17,737,974)
Cash Back Depreciation	2,700,806	2,750,456	(49,649)	2,014,260	4,715,067
Rates Required	5,005,282	4,870,844	134,439	3,214,407	8,219,689

Commentary:

Drainage are over budget by \$134,439 for the first seven months to January. Operational income is ahead of budget, and operational expenditure below budget, with the net operational result being \$320,029. This result is expected to be close to budget by year end, with some large expenditure items still expected, including consultant fees related to stormwater consent applications. Capital expenditure is ahead of budget, with progress on renewal projects being ahead of budget expectations.

Business Unit **540000 - Works and Services - Parks Operations**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	2,851,294	2,885,296	(34,002)	2,094,928	4,946,222
Fees & Charges Revenue	425,246	382,429	42,817	345,198	770,444
Financial Revenue	1,810	0	1,810	(1,810)	0
Total Revenue	3,278,350	3,267,725	10,625	2,438,316	5,716,666
Internal Expenditure	1,050,219	1,078,588	(28,369)	798,790	1,849,008
Staff Expenditure	1,424,244	1,534,571	(110,326)	1,244,545	2,668,790
Administration Expenditure	17,018	19,692	(2,674)	23,911	40,929
Financial Expenditure	0	299	(299)	512	512
Repairs & Maintenance Expenditure	81,534	111,875	(30,341)	110,252	191,786
Operational Expenditure	378,982	366,673	12,309	249,600	628,582
Depreciation Expenditure	147,706	148,774	(1,068)	107,335	255,041
Total Expenditure	3,099,704	3,260,471	(160,768)	2,534,945	5,634,648
Operating Surplus / (Deficit)	178,647	7,254	171,393	(96,629)	82,018
Capital Expenditure	218,893	140,000	78,893	291,069	509,962
Capital Funding	0	0	0	(172,904)	(172,904)
Cash Back Depreciation	147,706	148,774	(1,068)	107,335	255,041
Rates Required	(107,460)	(16,028)	(91,433)	107,459	(1)

Commentary:

Parks Operations is \$91,433 under budget for the first seven months to January. Fees and Charges increase in revenue is related to external income. Staff Expenditure shows some variances, of which much relates to staff vacancies and less casual labour for this portion of the financial year. All other variances are just seasonal.

Business Unit **550000 - Works and Services - Property**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	3,280,579	3,280,579	(0)	2,343,271	5,623,850
Fees & Charges Revenue	5,402	3,208	2,193	98	5,500
Financial Revenue	37,434	0	37,434	(37,434)	0
Total Revenue	3,323,414	3,283,788	39,627	2,305,936	5,629,350
Internal Expenditure	278,956	290,575	(11,619)	219,173	498,129
Administration Expenditure	473,699	329,726	143,972	252,884	726,582
Financial Expenditure	223,165	330,097	(106,932)	342,715	565,880
Repairs & Maintenance Expenditure	434,417	699,483	(265,066)	764,696	1,199,114
Operational Expenditure	603,164	728,374	(125,211)	645,478	1,248,642
Depreciation Expenditure	1,040,249	1,029,321	10,928	724,301	1,764,550
Total Expenditure	3,053,649	3,407,576	(353,927)	2,949,247	6,002,896
Operating Surplus / (Deficit)	269,765	(123,788)	393,554	(643,311)	(373,546)
Capital Expenditure	165,683	155,706	9,977	10,281,209	10,446,891
Capital Funding	684,060	367,735	316,326	(9,739,947)	(9,055,887)
Cash Back Depreciation	1,040,249	1,029,321	10,928	724,301	1,764,550
Rates Required	(460,271)	(382,092)	(78,179)	460,271	(0)

Commentary:

Property are \$78,179 under budget for the first seven months to January. The repairs and maintenance expenditure looks to be underspent but there are some larger invoices outstanding in this line of budget. The operational expenditure is also underspent, some of this will be because electricity and fuel charges tend to be higher in the last few cooler months of the financial year. Capital funding looks to be overspent as a loan for the Leven Street Carpark was paid and the reserve movement to balance this spend will be processed next month.

Business Unit **560000 - Works and Services - Roading Services**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	598,202	528,161	70,041	326,342	924,544
Grants & Subsidies Revenue	2,199,871	2,878,467	(678,596)	3,357,366	5,557,237
Financial Revenue	10,358	159,267	(148,909)	262,672	273,029
Total Revenue	2,808,431	3,565,895	(757,464)	3,946,379	6,754,810
Internal Expenditure	709,422	762,115	(52,692)	597,060	1,306,482
Staff Expenditure	600	0	600	(600)	0
Administration Expenditure	136,273	89,466	46,807	31,287	167,559
Financial Expenditure	77,539	117,309	(39,770)	123,562	201,101
Repairs & Maintenance Expenditure	1,302,754	730,365	572,388	(50,699)	1,252,055
Operational Expenditure	1,340,270	2,404,982	(1,064,711)	2,782,555	4,122,826
Depreciation Expenditure	6,344,958	6,497,970	(153,012)	4,794,419	11,139,378
Total Expenditure	9,911,816	10,602,207	(690,390)	8,277,585	18,189,401
Operating Surplus / (Deficit)	(7,103,386)	(7,036,312)	(67,074)	(4,331,205)	(11,434,591)
Capital Expenditure	1,769,138	4,703,566	(2,934,428)	30,998,273	32,767,410
Capital Funding	322,618	327,098	(4,480)	(25,270,196)	(24,947,578)
Cash Back Depreciation	6,344,958	6,497,970	(153,012)	4,794,419	11,139,378
Rates Required	2,850,183	5,569,006	(2,718,823)	5,264,863	8,115,046

Commentary:

Roading are \$2,718,823 under budget for the first seven months to January 2017.

Subsidised Land Transport Activity (under budget by \$1,711,000)

Maintenance and Operations continues to be close to budget for the year to date. The renewal projects are underway but the majority of work is being undertaken in February and accordingly are behind budget. Some resealing work is yet to be undertaken due to the sites not being finished by the maintenance contractor.

Unsubsidised Roading (under spent by \$85,980)

This budget area continues to be underspent. The new roading contract has had some impact on this area and these are now showing where the new schedules of costs are lower in some areas and higher in others. Capital projects have yet to start in the CCTV area.

Footpaths (under budget by \$965,033)

The footpath expenditure is well behind budget with the contractor struggling to deliver the level of outputs necessary to undertake both the maintenance and capital works. This is particularly disappointing but the contractor is engaging additional subcontractors to attempt to increase the output needed. We continue to work closely with the Contractor but a huge effort is needed.

Parking (ahead of budget by \$43,322)

Parking revenue is ahead of budget, predominantly from off street revenue. Further development of a strategy into where parking is going is being worked on.

Business Unit **570000 - Works and Services - Water**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	745,137	655,578	89,559	501,269	1,246,407
Financial Revenue	209	0	209	(209)	0
Total Revenue	745,346	655,578	89,768	501,061	1,246,407
Internal Expenditure	1,054,089	813,583	240,505	340,626	1,394,714
Staff Expenditure	4,425	0	4,425	(4,425)	0
Administration Expenditure	90,397	54,107	36,290	22,848	113,245
Financial Expenditure	270,877	445,069	(174,193)	492,099	762,976
Repairs & Maintenance Expenditure	465,684	757,131	(291,447)	832,255	1,297,939
Operational Expenditure	767,910	789,926	(22,017)	586,250	1,354,160
Depreciation Expenditure	1,828,689	2,000,904	(172,215)	1,601,432	3,430,121
Total Expenditure	4,482,069	4,860,721	(378,652)	3,871,085	8,353,155
Operating Surplus / (Deficit)	(3,736,723)	(4,205,143)	468,419	(3,370,025)	(7,106,748)
Capital Expenditure	9,675,423	10,681,793	(1,006,370)	14,418,264	24,093,687
Capital Funding	(6,140,137)	(6,991,853)	851,716	(15,256,080)	(21,396,217)
Cash Back Depreciation	1,828,689	2,000,904	(172,215)	1,601,432	3,430,121
Rates Required	5,443,320	5,894,179	(450,859)	930,777	6,374,097

Commentary:

Water are \$450,859 under budget for the first seven months to January. Revenue continues to exceed budget, which is attributable to water consumption and sales to the meat works and milk plant at Awarua. Operational costs are less than budget due to a lower level of activity in maintenance and lower interest charges. Capital lags budget due to the Branxholme Water Treatment project, consequently capital loan funding is similarly less than budget. It is anticipated that the water account will continue to be in surplus throughout the remaining months of this financial year due to revenue exceeding budget and maintenance costs being less than budget.

Business Unit **580000 - Works and Services - Parks Assets**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	1,620,762	1,670,900	(50,137)	1,243,637	2,864,400
Fees & Charges Revenue	1,917,903	786,130	1,131,773	(517,610)	1,400,293
Grants & Subsidies Revenue	22,844	8,449	14,395	(13,562)	9,282
Financial Revenue	25,876	63,065	(37,189)	42,904	68,780
Total Revenue	3,587,385	2,528,544	1,058,841	755,369	4,342,754
Internal Expenditure	1,300,822	1,269,740	31,082	875,875	2,176,697
Staff Expenditure	651,058	618,950	32,108	428,668	1,079,726
Administration Expenditure	187,533	162,242	25,290	105,975	293,507
Financial Expenditure	41,790	33,866	7,924	16,266	58,055
Repairs & Maintenance Expenditure	2,052,621	2,205,428	(152,807)	1,728,113	3,780,734
Operational Expenditure	1,833,864	1,282,487	551,377	364,686	2,198,550
Depreciation Expenditure	377,170	292,586	84,583	124,407	501,577
Total Expenditure	6,444,858	5,865,300	579,558	3,643,988	10,088,846
Operating Surplus / (Deficit)	(2,857,473)	(3,336,755)	479,283	(2,888,620)	(5,746,092)
Capital Expenditure	93,283	549,607	(456,323)	1,497,695	1,590,979
Capital Funding	39,381	39,381	0	(762,422)	(723,040)
Cash Back Depreciation	377,170	292,586	84,583	124,407	501,577
Rates Required	2,612,968	3,633,157	(1,020,189)	3,499,486	6,112,454

Commentary:

Parks Assets are \$1,020,189 under budget for the seven months to January. Fee and Charges Revenue relates to forestry income which will be offset by extra costs related to gaining this income. Grants and Subsidies Revenue relates to a grant received for the provision of a carpark and signs in Dunns Road. There is a slight variance in Administration Expenditure for this time of the year but all within budgets. Operational expenditure is above budget and relates to Forestry, as explained in the Fees and Charges, and this will increase as land preparation has just started, ready for replanting of areas clear felled over summer. Capital Expenditure is a timing related issue.

Business Unit **590000 - Works and Services - Solid Waste**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	952,525	925,458	27,066	633,975	1,586,500
Fees & Charges Revenue	1,268,783	1,456,206	(187,424)	1,161,218	2,430,000
Financial Revenue	21,318	13,889	7,428	3,682	25,000
Total Revenue	2,242,625	2,395,554	(152,929)	1,798,875	4,041,500
Internal Expenditure	1,128,325	1,101,058	27,267	759,203	1,887,528
Administration Expenditure	41,416	18,871	22,545	11,425	52,841
Repairs & Maintenance Expenditure	4,669	0	4,669	(4,669)	0
Operational Expenditure	3,313,326	3,595,188	(281,862)	2,849,854	6,163,179
Depreciation Expenditure	218,958	196,815	22,143	118,439	337,397
Total Expenditure	4,706,694	4,911,932	(205,238)	3,734,251	8,440,945
Operating Surplus / (Deficit)	(2,464,069)	(2,516,378)	52,309	(1,935,376)	(4,399,445)
Capital Expenditure	2,910	114,708	(111,799)	193,734	196,643
Capital Funding	0	0	0	(96,643)	(96,643)
Cash Back Depreciation	218,958	196,815	22,143	118,439	337,397
Rates Required	2,248,021	2,434,272	(186,251)	1,914,027	4,162,048

Commentary:

Solid Waste are \$186,251 under budget for the first seven months to January. Both operational income and expenditure are below budget, with the net operational result being \$52,320 below budget. Capital expenditure to date is low, with renewal projects yet to be undertaken.

Business Unit **599000 - Works and Services - Wastenet**

Seven months to 31 January 2017

	Jan YTD			2016 / 17	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	6,489,360	0	6,489,360	(6,489,360)	0
Total Revenue	6,489,360	0	6,489,360	(6,489,360)	0
Staff Expenditure	977	0	977	(977)	0
Administration Expenditure	2,315,722	0	2,315,722	(2,315,722)	0
Financial Expenditure	(1,732)	0	(1,732)	1,732	0
Operational Expenditure	3,701,630	0	3,701,630	(3,701,630)	0
Total Expenditure	6,016,597	0	6,016,597	(6,016,597)	0
Operating Surplus / (Deficit)	472,763	0	472,763	(472,763)	0
Rates Required	(472,763)	0	(472,763)	472,763	0

Commentary:

Wastenet are a joint committee of Council that operates within Council's Solid Waste Department. The surplus or deficit created by the joint committee are transferred to/from the Wastenet Reserve at year end.

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

ASSET MANAGEMENT SYSTEM

Report Prepared by: Cameron McIntosh – Director of Works and Services

SUMMARY

This report presents the Asset Management Policy 2017 and Asset Management Strategy 2017 for adoption to formalise and document the asset management system for Invercargill City Council.

The policy details the Invercargill City Council’s high level of commitment to asset management principles.

The strategy outlines the Invercargill City Council’s objectives and approach to implementing asset management.

These documents establish and set target levels for funding consumption (depreciation) so that financially sustainable programmes can be developed for asset plans.

RECOMMENDATIONS

That the Asset Management Policy 2017 and Asset Management Strategy 2017 be recommended to Council for adoption as foundation documents for the Long Term Plan (LTP)

AND

That the Asset Management Policy 2017 and the Asset Management Strategy 2017 be used in the LTP process to set the maturity index for asset groups and the funding/depreciation levels necessary for the 2018-2028 LTP.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> The policy and strategy will set direction for the asset management plans currently being prepared. These are the foundation documents for the 2018-2028 Long Term Plan compliance.
2.	<i>Is a budget amendment required?</i> Any future commitments will be incorporated into the budgeting process for the Asset Management Plans and into the upcoming Long Term Plan.
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> This is an important Policy and Strategy which help set future direction.

5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> No. The Long Term Plan is consulted upon.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes. However these documents do not specifically impact on the Policy.

FINANCIAL IMPLICATIONS

The Asset Management Policy establishes Council’s approach to set levels of funding at financially sustainable levels that are aligned with consumption of the asset. The target funding levels expressed as a ratio of consumption (depreciation) of consumption of assets will be available to fund asset renewal expenditure.

These target levels will be used to develop the Asset Management Plans and consider the impact to renewal programmes.

BACKGROUND

The Asset Management Policy (**Appendix 1**) and Strategy (**Appendix 2**) is necessary to ensure the appropriate responsibilities for best practice asset management are established and clearly defined.

These are critical documents for the asset management process and are where appropriate governance is established and the direction set for the level of detail asset plans are developed to (called asset maturity) but more important, commitment to how asset consumption (generally measured by depreciation) is agreed to be funded and utilized to pay for asset renewals.

A key challenge for asset managers is demonstrating the link between their asset management activities and Council’s strategic objectives. This challenge is met by developing a system to guide the asset activities consisting of a documented hierarchy of policy, strategy and asset plans.

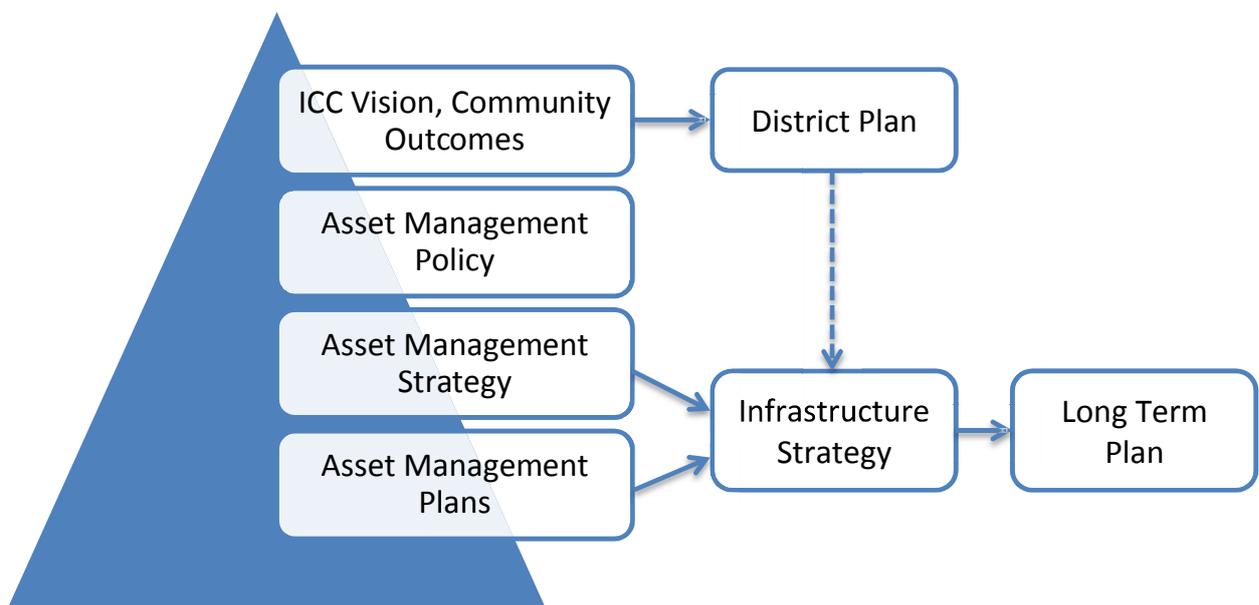


Diagram 1 – Plans in the Asset Management System

Policy

The Asset Management Policy outlines the principles and requirements for undertaking asset management across our organisation in a structured and coordinated way, consistent with the Council's strategic plan. This approach is supported by the International Infrastructure Manual 2015 (IIMM) and is accepted as best practice in New Zealand.

The purpose of the Policy is to *"confirm the objectives and responsibilities of asset management to appropriate levels of maturity at Invercargill City Council.*

It forms a statement of high level commitment to the asset management principles by which the organisation will operate".

The Policy also seeks to establish responsibility to set and monitor target levels of funding as a measure of the balance between consumption of the asset (depreciation) and the funds allocated for renewal of that asset group.

Strategy

The Strategy establishes a high level long-term action plan with objectives for managing Council's assets such that these can be monitored for progress by Council. When the desired levels of asset planning are utilised, Councilors will have a level of confidence that the funding allocated is appropriate and sufficient to maintain the asset into the future as they have set.

The Strategy looks to *"define a detailed approach to how Invercargill City Council will advance the management of infrastructure assets to appropriate levels of maturity. It outlines how the asset management objectives proposed in the Asset Management Policy will be achieved and describes the approach for developing and implementing Asset Management Plans".*

Asset Management Maturity

Asset management maturity is the "measure" of level of advancement of asset management practices. There will be different levels of asset management advancement within an organisation or activity and these levels need to be appropriate to the investment required for both the asset in terms of complexity and the effort in managing the asset.

An asset management index measures asset management development on a continuum from aware to advanced levels. The index (an appendix to the Policy) is used to determine the appropriate maturity of asset management for each activity.

The Policy identifies where each activities current levels are and future levels should be.

Best industry practice is measured by peer reviews and audits of plans.

Council is able to set (maturity) to a level where appropriate and adequate knowledge is available to make the necessary decisions for the asset group.

Some asset groups (e.g. parks or buildings) may have different minimum levels set dependent on the nature of the asset group and where Council's strategies and objectives are focused. Some assets may not need to commit resource (and cost) to develop further if their complexity is not high.

The Policy sets out where the current plans are seen to be and what could be proposed as the target maturity by 2017, being the next planned formal review.

The asset plans will be peer reviewed by an independent specialist. This will assist in establishing future targets and improvement programmes for plans.

Consumption of Assets

The policy creates the framework and monitors the measurement of consumption of the assets (currently calculated by depreciation) against the renewal budgets.

This approach provides Council the opportunity to set at appropriate intervals, the funding levels it sees the communities can afford to pay but also to recognise that this may vary over the asset life and need to be revised at regular intervals.

In the Policy, Table 1 – Target Funding Depreciation Levels outlines the current funding levels and the future level of funding.

This report seeks to present this information but not seek final approval for the target levels as this approval is seen to be part of the LTP consideration. In some asset groups further definition of how project based renewals funds are considered (to offset consumption) is required.

Where more consumption than funding occurs it indicates that in the longer term deterioration and loss of service will result with this being reflected by changing (typically decreasing) levels of service.

Strategic Approach

The strategy approach documented in the Strategy is “to maintain and renew our current assets, only expanding the networks in accordance with the District Plan and Operational Management Plans” and “to leverage Council’s financial stability to fund unplanned renewals”.

The Asset Management Strategy document links the asset policy to the asset management plans, it details a consistent approach and actions to achieve the objectives set out in the policy.

The strategy and various asset management plans will be the background documents that the Infrastructure Strategy for the LTP will be based on.

CONCLUSION

It is recommended that the Asset Management Policy and Asset Management Strategy be received and adopted.

It is important for Council to establish and set target levels for funded consumption (depreciation) so that financially sustainable programmes can be developed for asset plans.



ASSET MANAGEMENT POLICY

Effective from April 2017

Background

The Local Government Act 2002 the Act requires the development of ten year Long Term Plans. Asset Management Plans are seen as a key input, providing a robust basis for the long term forecasts.

In 2014, an amendment to the Act inserted a statement that asset management planning should be a fundamental part of a council's prudent stewardship of community resources over the long term, including how infrastructure assets would be managed.

Purpose

The purpose of this policy is to confirm the objectives and responsibilities of asset management to appropriate levels of maturity at Invercargill City Council. It forms a statement of high level commitment to the asset management principles by which the organisation will operate.

Scope

This policy applies to the infrastructure assets owned by Council within the following activities:

- Roding and Footpaths
- Water Supply
- Sewerage
- Stormwater
- Parks Assets
- Core Buildings



Definitions

Infrastructure Assets	The physical assets included within each of the activity groups listed in the Scope of this Policy.
Life Cycle	The range of functions an asset component performs during its lifetime.
Life Cycle Cost	The total cost of ownership of an asset component over its functional life including planning, design, construction, acquisition, operation, maintenance, and rehabilitation and disposal costs.
Asset Management Maturity / Index	Asset management maturity is the level of advancement of asset management practices, there are likely to be different levels of asset management advancement within an organisation or activity. An asset management index measures asset management development on a continuum from aware to advanced levels. The index (Appendix 2) is a tool used to determine the appropriate level of advancement of asset management practices.
Asset Management Plan	<p>A plan developed to reflect how the desired levels of service are provided in the most cost effective manner by managing infrastructure for present and future customers. It combines multi-disciplinary management techniques (including technical and financial) over the lifecycle of the asset. The Asset Management Plan establishes, for each activity:</p> <ul style="list-style-type: none"> (i) Levels of Service (performance, maintenance, and operational measures); (ii) Future Demand (rational basis for demand forecasting and capital development needed to meet that demand); (iii) Life Cycle Management (including operations, maintenance, renewals, disposals and capital development); (iv) Financial Projections (including operations, maintenance, renewals, disposals and capital development); (v) Asset Management Practices (including operational and maintenance criteria); and (vi) Performance Monitoring and Improvement.
Asset Management System	A management system for asset management, a set of interrelated or interacting elements which establishes policies, objectives and processes to achieve the objectives
Depreciation	The systematic allocation of the depreciable amount (often referred to as the cost of consumption of the asset by the ratepayers) of an asset over its useful life.



Principles

This Policy complements and builds upon Invercargill City Council's commitment to its community outcomes.

Council will seek to achieve benefits from this policy by providing:

- Direction and 'ownership' of Asset Management;
- Guidance for better informed decision-making;
- Resources with the appropriate capabilities and competencies;
- Integration of resources, knowledge and ability to plan for the present and future;
- Opportunities for collaboration and communication across the organisation;
- A framework to implement continuous improvement;
- Levels of service to meet community needs and manage expectations;
- Management of Council's risk;
- A means of demonstrating compliance with the statutory and legislative framework within which Council operates;
- Confirmed commitment to funding and resources outlined in management plans;
- A depreciation (the cost of consumption of the asset by ratepayers) benchmark to compare renewals expenditure with asset consumption ("financial sustainability").

Objectives

The objectives under the policy are to:

- Ensure Council infrastructure assets are managed in accordance with statutory and regulatory requirements;
 - Building Act 2004
 - Burial and Cremation Act 1964
 - Health Act 1956
 - Health and Safety at Work Act 2015
 - Land Transport Management Act 2001
 - Local Government Act 2002
 - Reserves Act 1977
 - Resource Management Act 1991
- Progressively improve and integrate catchment of asset evidence for planning, delivery, operation, renewal and disposal of assets;
- Monitor and manage assets and levels of service in a prudent and risk-based manner;
- Ensure a lifecycle approach is taken for all decisions on infrastructure assets;
- Address resilience and sustainability in asset management planning processes;
- Ensure Council considers and sets levels of asset renewal expenditure to sustainable levels that are aligned to depreciation (and/or targets) for asset activities;
- Measure, advance and improve the asset management system to the maturity levels set out in Appendix 1.



Responsibilities

This section states the responsibilities Council, Management and Staff have in relation to the application and ownership of the policy.

To achieve this policy the following key roles, responsibilities and commitments are identified:

Council

- To act as stewards of infrastructure activities and associated assets;
- To establish Strategic Vision and Corporate Policies (including Infrastructural Strategy) linking to the Long Term Plan;
- To set budgets, levels of service and appropriate level of risk;
- To review and approve Asset Management Plans;
- To ensure appropriate funding and resources are committed in order to deliver the infrastructure services outlined in the Asset Management Plans;
- To regularly review the intentions and objectives of the Long Term Plan, Infrastructure Strategy and the Asset Management Plans, particularly when circumstances change or opportunities arise;
- Confirm the levels of maturity required by each asset group; Appendix 2;
- Set appropriate targets for funding renewal of assets within the scope of the policy.

Senior Leadership Team

- To ensure this Asset Management Policy is implemented;
- To regularly review this Asset Management Policy to ensure that it remains appropriate and where necessary recommend changes to Council;
- To foster and support a multi discipline, cross-functional approach to Asset Management with staff from all areas of Council;
- To set and then monitor the performance of staff in implementing asset management;
- To ensure that timely, accurate and reliable information is presented to Council for decision-making;
- To assess and manage risk at agreed levels.

Asset Managers

- To lead teams in developing and delivering best practice asset management, as appropriate to the maturity levels required by this policy, to cohesively enhance asset knowledge and information to effectively deliver services;
- To enhance coordination, review and update of Asset Management Plans;
- To deliver Asset Management Plans at agreed timeframes;
- To ensure co-ordination of strategic asset management throughout the organisation, providing a forum for discussing maturity and specific challenges;
- To identify staff coaching and training requirements.



Funding Responsibilities

Funding the renewal of assets will be sustainable for our communities. The need to provide appropriate levels of service will be agreed with our communities.

Financial sustainability will be achieved by ensuring that asset management plans propose economically efficient programmes of work to meet these levels of service.

Depreciation is considered to be the consumption of assets by ratepayers over the useful life of the assets. Over time, a steady state should be reached whereby assets are renewed on the same cycle as their depreciation lives. Levels of commitment to fund asset renewals on this cycle will be aligned with Table 1 below. These commitments will be delivered in Asset Management Plans, Infrastructural Strategies and Long Term Plans.

TABLE 1 - TARGET FUNDING DEPRECIATION LEVELS

Asset Group	Asset Book Valuation 2016	Depreciation 2016	Renewal Funding 2016	2016 Sustainability Ratio	2010-2016 Sustainability 5yr Ratio	2017-2025 Planned (LTP) 9yr Ratio
Water	\$107,772,000	\$3,099,422	\$2,664,000	0.86:1	1.37:1	1.46:1
Sewerage	\$84,167,000	\$2,260,193	\$1,923,000	0.85:1	0.71:1	0.88:1
Stormwater	\$109,786,000	\$2,161,585	\$1,015,000	0.47:1	0.72:1	0.96:1
Roading	\$239,331,000	\$7,944,239	\$6,019,000	0.76:1	1.03:1	0.82:1
Footpaths	\$28,249,000	\$2,100,909	\$1,013,000	0.48:1	0.55:1	0.59:1
Buildings	\$65,708,000	\$1,752,771	\$610,000	0.35:1	0.24:1	0.71:1
Parks	TBC					

The following financial indicators will be reported annually for each asset group:

- Asset sustainability ratio – ratio of capital expenditure on renewal of assets to annual depreciation expense
- Asset consumption ratio – depreciated replacement cost of assets as a proportion of current replacement costs
- Asset renewal funding ratio – Net present value (NPV) of projected 10 year asset renewal funding outlays in the LTP as a proportion of projected 10 year asset renewal expenditures in the AMP

(Source – adapted from IPWEA 2015)



Monitoring and Auditing

Reporting annually to the Infrastructure and Services Committee on one and five year renewal expenditure performance targets and self-assessment of asset management maturity.

The Asset Management System will be independently peer reviewed by qualified practitioners' prior to Asset Management Plans presentation to Council.

Revision History:	2.0
Reference Number:	A1741710
Effective Date:	April 2017
Review Period:	This policy will be reviewed every three (3) years, as part of the development of the Long-Term Plan.
Supersedes:	October 2011
New Review Date:	April 2020
Associated Documents/References:	Long-Term Plan 2015-25 Invercargill City Council District Plan International Infrastructural Management Manual (IIMM) International Edition 2015
Policy Owner:	Director of Works and Services



Appendix 1

Appropriate Minimum Level of Asset Management Practice

Asset Group	Current (Assessed) Level June 2014	Current (Self-assessed) Level June** 2017	Target Level by June 2020
Water Supplies	Intermediate	Core	Intermediate
Stormwater and Drainage Systems	Intermediate	Core	Intermediate
Wastewater Systems	Intermediate	Core	Intermediate
Roading	Advanced	Intermediate	Intermediate
Footpaths	Advanced	Core	Core
Parks	Core	Core	Core
Core Property and Buildings	Intermediate	Core	Intermediate

** Subject to independent review

Refer International Infrastructure Management Manual 2015 Section 2.1.1 Table 2.1.2 Asset Management Maturity Index for definition of levels (appendix 2)

DRAFT



Appendix 2

Asset Management Maturity Index

DRAFT

Section	Aware	Basic	Core	Intermediate	Advanced
2.1 AM Policy Development	Corporate awareness of the benefits of AM.	Corporate expectation expressed in relation to development of AM Plans and AM objectives.	AM Policy and AM Objectives developed, aligned to corporate goals and strategic context.	AM System scope is defined and documented. Strategic context (Internal, external, customer environment) analysed and implications for the AM System documented in the Strategic AM Plan.	AM Policy and Strategic AM Plan fully integrated into the organisation's business processes and subject to defined audit, review and updating procedures.
2.2 Levels of Service and Performance Management	Level of service requirements generally understood but not documented or quantified.	Asset contribution to organisation's objectives and some basic levels of service have been defined. Customer Groups defined and requirements informally understood.	Levels of service and performance measures in place covering a range of service attributes. Annual reporting against performance targets. Customer Group needs analysed. Level of service and cost relationship understood.	Customers are consulted on significant service levels and options.	Customer communications plan in place. Levels of service are integral to decision making and business planning.
2.3 Demand Forecasting	Future demand requirements generally understood but not documented or quantified. Demand forecasts based on mathematical analysis of past trends and primary demand factors.	Demand forecasts based on experienced staff predictions, with consideration of known past demand trends and likely future growth patterns.	Demand Forecasts based on robust projection of a primary demand factor (eg: population growth) and extrapolation of historic trends. Risk associated with demand change broadly understood and documented. Demand management considered as an alternative to major project development	A range of demand scenarios is developed (eg: high/medium/low). Demand management is considered in all strategy and project decisions.	Risk assessment of different demand scenarios with mitigation actions identified.
2.4 Asset Register Data	Asset information in combination of sources and formats. Awareness of need for asset register.	Basic physical information recorded in a spreadsheet or similar (e.g. location, size, type), but may be based on broad assumptions or not complete.	Sufficient information to complete asset valuation (basis attributes, replacement cost and asset age/life) and support prioritisation of programmes (criticality). Asset hierarchy, identification and attribute systems documented. Metadata held as appropriate.	A reliable register of physical, financial and risk attributes recorded in an information system with data analysis and reporting functionality. Systematic and documented data collection process in place.	Information on work history type and cost, condition, performance, etc. recorded at asset component level. Systematic and fully optimised data collection programme with supporting metadata.
2.5 Asset Condition	Condition and performance understood but not quantified or documented.	Adequate data and information to confirm current performance against AM objectives.	Condition and performance information is suitable to be used to plan maintenance and renewals to meet over the short term.	Future condition and performance information is modelled to assess whether AM objectives can be met in the long term. Contextual information, such as demand, is used to estimate likely performance.	The type, quality and amount of data are optimised to the decisions being made. The underlying data collection programme is adapted to reflect the assets' lifecycle stage.
3.1 Decision Making	AM decisions based largely on staff judgement.	Corporate priorities incorporated into decision making.	Formal decision making techniques (MCA / BCA) are applied to major projects and programmes, where criteria are based on the organisations' AM objectives.	Formal decision making and prioritisation techniques are applied to all operational and capital asset programmes within each main budget category. Critical assumptions and estimates are tested for sensitivity to results.	AM objectives/targets are set based on formal decision making techniques, supported by the estimated costs and benefits of achieving targets. The framework enables projects and programmes to be optimised across all activity areas. Formal risk-based sensitivity analysis is carried out.

Table 2.1.2: Asset Management Maturity Index

Section	Aware	Basic	Core	Intermediate	Advanced
3.2 Risk Management	Risk management is identified as a future improvement. Risk framework developed.	Critical services and assets understood and considered by staff involved in maintenance / renewal decisions.	Critical assets and high risks identified. Documented risk management strategies for critical assets and high risks.	Resilience level assessed and improvements identified. Systematic risk analysis to assist key decision-making. Risk register regularly monitored and reported. Risk managed and prioritised consistently across the organisation.	Resilience strategy and programme in place including defined levels of service for resilience. Formal risk management policy in place. Risk is quantified and risk mitigation options evaluated. Risk is integrated into all aspects of decision making.
3.3 Operational Planning	Operational processes based on historical practices.	Operating procedures are available for critical operational processes. Operations organisational structure in place and roles assigned	Operating procedures are available for all operational processes. Operational support requirements are in place	Risk and opportunity planning completed Operational objectives and intervention levels defined and implemented. Alignment with organisational objectives can be demonstrated.	Continual improvement can be demonstrated for all operational processes. Comparison with iso 55001 requirements complete.
3.4 Capital Works Planning	Capital investment projects are identified during annual budget process.	There is a schedule of proposed capital projects and associated costs for the next 3-5 years, based on staff judgement of future requirements.	Projects have been collated from a wide range of sources and collated into a project register. Capital projects for the next three years are fully scoped and estimated. A prioritisation framework is in place to rank the importance of capital projects.	Formal options analysis and business case development has been completed for major projects in the 3-5 year period. Major capital projects for the next 10-20 are conceptually identified and broad cost estimates are available.	Long-term capital investment programmes are developed using advanced decision techniques such as predictive renewal modelling.
3.5 Financial and Funding Strategies	Financial planning is largely an annual budget process, but there is intention to develop longer term forecasts.	Assets re-valued in compliance with financial reporting and accounting standards. 10 year financial forecasts are based on extrapolation of past trends and broad assumptions about the future. Expenditure categories compliant with FRS.	Asset revaluations have a 'B' grade data confidence 10 year+ financial forecasts based on current comprehensive AMPs with detailed supporting assumptions / reliability factors.	Asset revaluations have a 'B' grade data confidence 10 year+ financial forecasts based on current comprehensive AMPs with detailed supporting assumptions / reliability factors.	Asset revaluations have an 'A' grade data confidence 10 year + financial forecasts based on comprehensive, advanced AM plans with detailed underlying assumptions and high confidence in accuracy. Advanced financial modelling provides sensitivity analysis, demonstrable whole of life costing and cost analysis for level of service options.
4.1 AM Teams	Leadership is supportive of AM	AM functions are carried out by small groups. Roles reflect AM requirements	Position descriptions incorporate AM roles AM coordination processes established Ownership and support of AM by leadership Awareness of AM across most of the organisation	Organisational structures support AM Roles reflect AM resourcing requirements and reflected in position descriptions for key roles. Consistent approach to AM across the organisation Internal communication plan established.	Roles reflect AM requirements and defined in all relevant position descriptions Formal documented assessment of AM capability and capacity requirements to achieve AM objectives Demonstrable alignment between AM objectives, AM systems and individual responsibilities

Table 2.1.2: Asset Management Maturity Index

Section	Aware	Basic	Core	Intermediate	Advanced
4.2 AM Plans	Stated intention to develop AM Plans	AM Plans contains basic information on assets, service levels, planned works and financial forecasts (5-10 years) and future improvements.	AM objectives are defined with consideration of strategic context. Approach to risk and critical assets described, top-down condition and performance assessment, future demand forecasts, description of supporting AM processes, 10 year financial forecasts, 3 year AM improvement plan.	Analysis of asset condition and performance trends (past/future), customer engagement in setting LoS, ODM/risk techniques applied to major programmes. Strategic context analysed with risks, issues and responses described.	Evidence of programmes driven by comprehensive ODM techniques, risk management programmes and level of service/cost trade-off analysis. Improvement programmes largely complete with focus on ongoing maintenance of current practice.
4.3 Management Systems	Awareness of need to formalise systems and processes.	Simple process documentation in place for service-critical AM activities.	Basic Quality Management System in place that covers all organisational activities. Critical AM processes are documented, monitored and subject to review. AM System meets the requirements of ISO 55001.	Process documentation implemented in accordance with the AM System to appropriate level of detail. Internal management systems are aligned.	ISO certification to multiple standards for large asset intensive organisations, including ISO 55001. Strong integration of all management systems within the organisation.
4.3 Information Systems	Intention to develop an electronic asset register / AMIS.	Asset register can record core asset attributes – size, material, etc. Asset information reports can be manually generated for AM Plan input.	Asset register enables hierarchical reporting (at component to facility level). Customer request tracking and planned maintenance functionality enabled. System enables manual reports to be generated for valuation, renewal forecasting.	Spatial relationship capability More automated analysis reporting on a wider range of information.	Financial, asset and customer service systems are integrated and all advanced AM functions are enabled. Asset optimisation analysis can be completed
4.4 Service Delivery Mechanisms	AM roles generally understood.	Service delivery roles clearly allocated (internal and external), generally following historic approaches.	Core functions defined Procurement strategy/policy in place. Internal service level agreements in place with the primary internal service providers and contract for the primary external service providers.	Risks, benefits and costs of various outsourcing options considered and determined. Competitive tendering practices applied with integrity and accountability.	All potential service delivery mechanisms reviewed and formal analysis carried out to identify best delivery mechanism.
4.6 Improvement Planning	Recognition of AM improvements.	Improvement actions identified and allocated to appropriate staff.	Current and future AM performance assessed and gaps used to drive the improvement actions. Improvement plans identify objectives, timeframes, deliverables, resource requirements and responsibilities	Formal monitoring and reporting on the improvement programme to Executive Team. Project briefs developed for all key improvement actions.	Improvement plans specify key performance indicators (KPIs) for monitoring AM improvement and these are routinely reported.

Table 2.1.2: Asset Management Maturity Index



ASSET MANAGEMENT STRATEGY

Effective from April 2017

Purpose

The purpose of this strategy is to define a detailed approach to how Invercargill City Council will advance the management of infrastructure assets to appropriate levels of maturity. It outlines how the asset management objectives proposed in the Asset Management Policy will be achieved and describes the approach for developing and implementing Asset Management Plans.

While the Strategy uses terms that are consistent with those used in ISO 55001 Asset Management Standard, the Council has no intention at present to align practices with the standard.

Scope

This strategy applies to the infrastructure assets owned by Council within the following activities:

- Roading and Footpaths
- Water Supply
- Sewerage
- Stormwater
- Parks Assets
- Core Buildings

Strategic Context

Key drivers and influencers of the Asset Management Strategy, which will flow into development of the Asset Management Plans, include:

- Council's strategic goals and objectives, encompassing community expectations and outcomes
- The stable nature of the population within the City, with little growth expected in the near future
- Environmental requirements, such as the policies and expectations of Environment Southland



- Stakeholder expectations, such as NZTA and the OAG
- Long term sustainability of Council’s revenue streams

Strategic Approach

- Maintain and renew our current assets, only expanding the networks in accordance with the District Plan and Operational Management Plans.
- Leverage Council’s financial stability to fund any unplanned renewals.

Relationship with Other Documents

The following diagram shows how asset management documents are aligned within the Council’s overall planning frameworks.

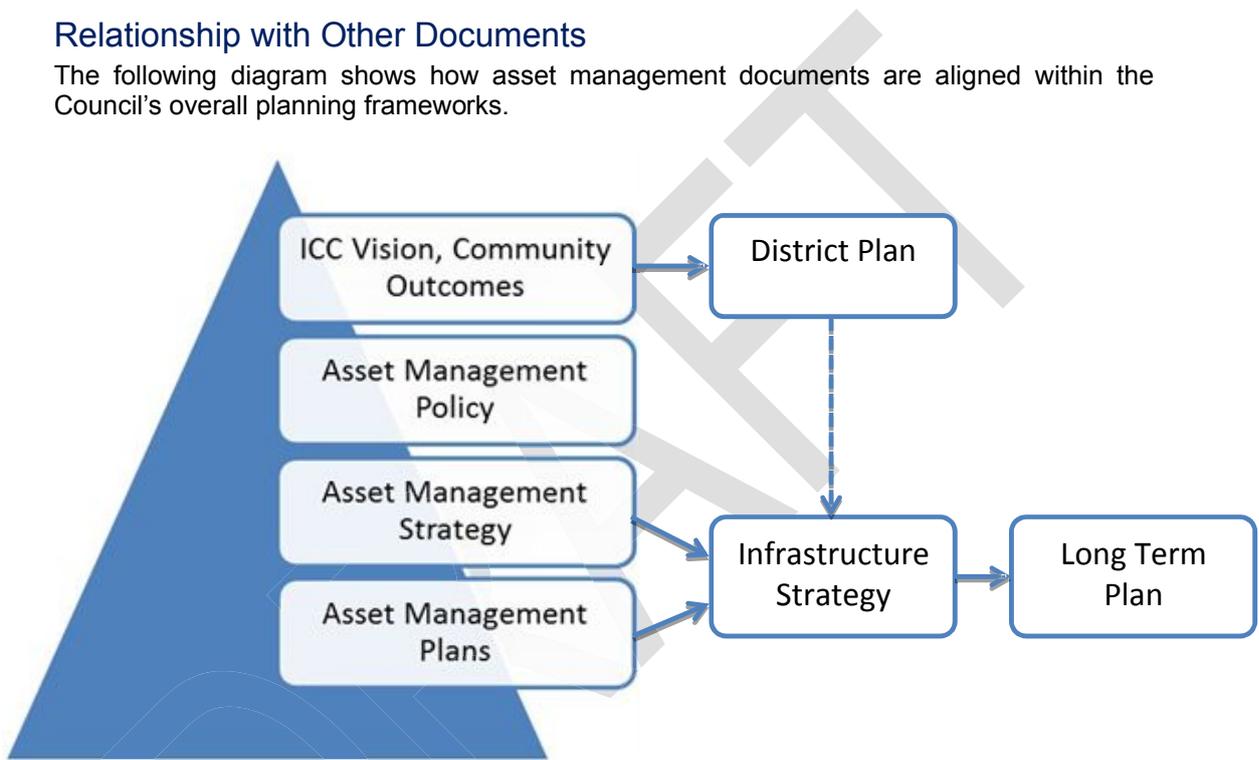


Diagram 1 – Plans in the Asset Management System



Definitions

Asset Management Plan	A plan developed to reflect how the desired levels of service are provided in the most cost effective manner by managing infrastructure for present and future customers. It combines multi-disciplinary management techniques (including technical and financial) over the lifecycle of the asset. The Asset Management Plan establishes, for each activity: <ul style="list-style-type: none"> (i) Levels of Service (performance, maintenance, and operational measures); (ii) Future Demand (rational basis for demand forecasting and capital development needed to meet that demand); (iii) Life Cycle Management (including operations, maintenance, renewals, disposals and capital development); (iv) Financial Projections (including operations, maintenance, renewals, disposals and capital development); (v) Asset Management Practices (including operational and maintenance criteria); and (vi) Performance Monitoring and Improvement.
Asset Register	A record of component asset information considered worthy of separate identification including inventory, historical, condition, performance, construction, technical, and financial.
Depreciation	The systematic allocation of the depreciable amount (often referred to as the cost of consumption of the asset by the ratepayers) of an asset over its useful life.
Infrastructure Assets	The physical assets included within each of the activities groups listed in the Scope of this Strategy.
Life Cycle	The range of functions an asset component performs during its lifetime.
Life Cycle Cost	The total cost of ownership of an asset component over its functional life including planning, design, construction, acquisition, operation, maintenance, and rehabilitation and disposal costs.
Predictive Modeling	Use of asset deterioration models and condition monitoring to predict failure and asset rehabilitation and renewal strategies.
Sustainability	Any activity that meets the needs of the present without compromising the ability of future generations to meet their needs or use of resources
Useful Life	The period over which an asset component is expected to remain functional.



Objectives

This section details the objectives of the strategy and should be read in conjunction with the Asset Management Policy.

Objective	Approach	Action	Performance Measures
Council infrastructure assets are managed in accordance with statutory and regulatory requirements	Work to all Statutory and Legislative requirements and ensure these are covered by the set levels of service	<ul style="list-style-type: none"> • Measure for our reporting requirements • Be aware of requirements • Continue to develop 30 year minimum Asset Management Plans aiming for asset lifecycle plans • Report on data through Asset Management Information Systems (AMIS) • Report performance utilising Opal 3 • Look to integrate AMIS with Opal 3 • Health and Safety Meetings, contractor audits and incident reporting 	<ul style="list-style-type: none"> • 100% compliance with statutory and regulatory requirements and minimum levels of service
	Monitor that we are achieving the required and legislated levels of service		
	Regularly report our performance against these targets to the Director of Works and Services and Councillors to maintain quality, health and safety systems for employees and contractors working on assets		
Progressively improve and integrate catchment of asset evidence for planning, delivery, operation, renewal and disposal of assets	Collect and maintain accurate and detailed information for all assets using an Asset Management Information System (IPS and RAMM)	<ul style="list-style-type: none"> • Process for data collection and storage is developed • Data input standards developed and training for new users • Working group developing criticality framework • Work towards using advanced asset management deterioration models • Interface IPS and/or RAMM with Councils financial system to collect cost, date efficiently and accurately 	<ul style="list-style-type: none"> • Improving level of confidence in data used for asset management decision-making, measured by external independent assessor • Reduction in monetised risk exposure level / infrastructure resilience score
	Hold condition and performance information to support decision making		
	Assets are assessed using a common criticality framework		
	Asset criticality, risk and resilience are considered in decision making and prioritisation		
	Use predictive modelling to develop and implement preventative maintenance and efficient renewal programmes		
The activity is operated in a prudent manner	Lifecycle costs are accounted for when new assets are added to existing portfolios	<ul style="list-style-type: none"> • Assess and budget for consequential operational expenditure and renewal costs in AMPs 	<ul style="list-style-type: none"> • Maintenance and lifecycle cost measures
	Regularly review the operational aspects of the infrastructural services to ensure that they are being delivered effectively, efficiently and to best practice	<ul style="list-style-type: none"> • Section 17A reviews for each activity • Develop a Procurement Strategy for each asset activity • Select the style of contracts to deliver value for money 	
	Operational and Maintenance services (in house and outsourced) are procured in such a manner that value	<ul style="list-style-type: none"> • Monitor and report on operational and maintenance expenditure against Annual Plan Budgets aligned with six 	



Objective	Approach	Action	Performance Measures
	for money is attained through a competitive market contract	weekly reports	
	Maintenance contracts will be based on performance and outcomes		
Assets are renewed in a financially prudent manner	Existing assets are maintained and networks are only extended in accordance with the District Plan, Management Plans, or where Council resolves.	<ul style="list-style-type: none"> • Be familiar with the District Plan and Management Plans. • Procedures are used for optimised decision making(ODM), cost benefit analysis (BCA) and Lifecycle Cost Analysis (LCA) • Communication/synchronisation/co-ordination with longer term aspects. • Align with the Financial Strategy. • Long-term, Annual and Asset Management Plans prepared to prioritise projects • The quantity and impact of deferred renewals (if any) is tracked. • The disposal of any asset, or part of, will be based on an economic appraisal unless there is no further requirement to provide the service. • Long term planning is in place for the renewal of our assets • Monitor and report on Renewal and Development expenditure against Annual Plan budgets • Life cycle costs are considered when deciding on renewal/replacement programmes 	<ul style="list-style-type: none"> • Financial sustainability measures (refer AM Policy)
	On a case by case basis risk, cost and benefit will be considered before accepting any new privately funded assets constructed in association with property development		
	Renewals are carried out based on optimised decision making, major expenditure decisions are prioritised in order from the highest benefit cost ratio and non-asset solutions are considered		
	Take an organisational wide approach to prioritise renewal programmes to ensure coordination in the most efficient way possible		
	Funding for renewals is available through the Asset Management Policy		
	Valuations of all assets are carried out during the review of the Asset Management Plan		
	Regular review of condition and performance is used to update asset renewal programmes		
Monitor and review levels of service to meet demand	Monitor requests for service to determine user expectations and/or needs, to consider how they align with current levels of service	<ul style="list-style-type: none"> • Develop an Education Strategy to increase the understanding of asset management with Staff, Council and Customers with appropriate and factual information. • Establish processes for collecting and monitoring requests. • Regularly review demand forecasts and levels of service through the Long Term Plan cycle • Use surveys to identify customer expectations and delivery gaps • Identify assets criticality and manage appropriately • Identify and monitor asset/system capacity 	<ul style="list-style-type: none"> • Achievement of LoS
	Understand the utilisation and capacity of our infrastructure		
	Use satisfaction surveys and/or specific focus groups as a means of determining the needs and expectations of the community		
	Demonstrate the impact of changes to levels of service using benefit vs cost ratio		



Objective	Approach	Action	Performance Measures
	Ensure levels of service are set at a sustainable level		
Measure, advance and improve the asset management system to the maturity as set out in the Asset Management Policy	Development of Asset Management Plans to maturity levels as outlined within the Asset Management Policy	<ul style="list-style-type: none"> Identify responsibilities and allocate these to appropriate staff. Develop a process for implementing regular Asset Management Maturity Assessments to monitor progress. Understand the cost of moving to the maturity level that the activity is committed to. Assess that the Corporate Risk Framework is applicable to our activities. Report annually to the Director of Works and Services against the Improvement Plan documented in Asset Management Plans. 	<ul style="list-style-type: none"> AM Maturity scores
	Review Asset Management Maturity as part of the Long Term Plan development		
	Improvement Plans and Actions are developed for all Asset Groups and form part of the Asset Management Plan		
	Improvement Plans and Actions are shared and resourced with Asset Teams		
	Staff responsibilities for Asset Management activities be included in the Asset Management Plans and also reflected in individual job descriptions		
	Improvement Plans and Actions are reviewed and reported to the Executive Leadership Team at agreed milestones		
	Risk Register is actively maintained and projects are evaluated on their reduction of identified risks		
Management of our assets is undertaken in a sustainable and environmentally conscious manner	Emerging technologies are investigated for their sustainability and service delivery improvements	<ul style="list-style-type: none"> Understand how sustainability can be consistently applied to Asset Management Plans. 	<ul style="list-style-type: none"> Results of “sustainable practices” audits
	Environmental effects are considered in Operational and Capital Asset Management to reduce negative impacts wherever possible		
	Ensure levels of service are set at a sustainable level		
	Look to provide sustainable outcomes throughout asset processes		



Asset Management Plans

Asset Management Plans (AMPs) for each of the activities listed above will be prepared every three years, as an input to the development of the 30 Year Infrastructure Strategy and Long Term Plan. These plans will give effect to the principles, objectives and target levels of maturity set out in the Asset Management Policy and in this Strategy.

The AMP structure and table of contents will reflect practice to the appropriate level of maturity, and address the expectations of external stakeholders such as the Office of the Auditor General and the New Zealand Transport Agency as well as those of the Council. For the 2017 and subsequent versions of the AMPs, principles defined by Treasury in relation to the Better Business Case approach (or NZTA's interpretation, the Business Case Approach) will also be followed.

AMPs will be prepared by Council staff with responsibility for each activity group, and independently peer reviewed.

Once completed and peer reviewed, AMPs will be presented to Council for consideration, amendment as appropriate, and adoption. In the event that the financial programmes proposed in an AMP are varied for the LTP, the AMP should be updated with the new programme and the differences between them highlighted and the consequences identified. This will ensure that those implementing the AMPs, including maintenance providers, can be provided with the correct information.

Monitoring and Auditing

Actions in the above table will be developed in the each activity Asset Management Plan. Any unachieved action will be documented in the AMP Improvement Plan and progress will be reported annually to the Director of Works and Services.

The Asset Management System will be independently peer reviewed by qualified practitioners' prior to Asset Management Plans' presentation to Council.



Revision History:	1.0
Reference Number:	A1750010
Effective Date:	April 2017
Review Period:	This strategy will be reviewed every three (3) years, as part of the development of the Long-Term Plan.
Supersedes:	Nil
New Review Date:	January 2020
Associated Documents/References:	Long-Term Plan 2015-25 Invercargill City Council District Plan International Infrastructural Management Manual (IIMM) International Edition 2015
Strategy Owner:	Director of Works and Services

DRAFT

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

VISITOR SIGNAGE FOR INVERCARGILL

Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

<p>Suitable visitor signage highlighting the important attractions for Invercargill is vital to engage tourists as they approach the city.</p> <p>A proposed sign layout has been prepared.</p> <p>Funding has not been sourced for this project to date.</p>

RECOMMENDATIONS

That this report is received and the concept is supported by Council.

IMPLICATIONS

1.	<p><i>Has this been provided for in the Long Term Plan/Annual Plan?</i></p> <p>No but the project is minor.</p>
2.	<p><i>Is a budget amendment required?</i></p> <p>No budget is currently allocated to this project.</p>
3.	<p><i>Is this matter significant in terms of Council's Policy on Significance?</i></p> <p>No.</p>
4.	<p><i>Implications in terms of other Council Strategic Documents or Council Policy?</i></p> <p>No.</p>
5.	<p><i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i></p> <p>Yes, further discussions will be required with New Zealand Transport Agency (NZTA) and others.</p>
6.	<p><i>Has the Child, Youth and Family Friendly Policy been considered?</i></p> <p>Yes. The Policy has no impact on the proposal.</p>

FINANCIAL IMPLICATIONS

No budget has been allocated to the project but some other sources of funding may be available which are yet to be explored.

BACKGROUND

It has been identified that there is no prominent visitor signage of the significant attractions for Invercargill. Tourists, either international or regional, are not directed to visit our local and significant attractions and may miss these opportunities whilst in the city area.

With the recent opening of Bill Richardson Transport World and Classic Motorcycle Mecca, Invercargill has a range of international quality activities which need to be given a much higher profile and prominence to encourage visitors to consider visiting whilst in Invercargill. These visits will increase the tourist market for Invercargill and enhance our tourism reputation.

Council staff have been working with the HW Richardson Group and NZTA to develop potential starting ideas for visitor signage and the preferred layout is attached for feedback.

The attractions listed on the proposed sign are highlighted on websites such as Trip Advisor as being the most searched visitor attractions. This has given suitable direction for the sign. The sign must be easy to read whilst driving to meet a number of NZTA requirements, so we must focus on the high interest areas.

It is vital we capture the opportunities with tourists and ensure they are aware of the exciting and excellent attractions whilst visiting Invercargill. It is not intended to cover all attractions as needs to be easily readable.

Initial indications from NZTA have been generally supportive of the approach and this will give greater flexibility to where such signs could be placed. Formal approval has yet to be requested.

The most likely locations are on East Road (SH1), North Road (SH6) and Scott Street.

CONCLUSION

Suitable signage highlighting the important attractions for Invercargill is vital to engage tourists as they approach the city.

A proposed sign layout has been prepared.

Funding has not been sourced for this project to date.

VISIT



**TRANSPORT
WORLD**



**QUEENS
PARK**



**MOTORCYCLE
MECCA**



**SOUTHLAND
MUSEUM**



**E HAYES
MOTORWORLD**

INVERCARGILL

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

STOPPING OF UNFORMED ROADS – GREENPOINT ROAD

Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

<p>A request has been received to stop part of the legal unformed road adjacent to Greenpoint Road in Bluff.</p> <p>Council’s approval is sought to commence the process to consult on this road stopping.</p>
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RECOMMENDATIONS

That approval is given to commence the consultation to consider the stopping of unformed legal road as shown in this report.

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> Yes. The Policy has no impact on the proposal.

FINANCIAL IMPLICATIONS

None.

BACKGROUND

Council has received a request to consider if parts of an unformed road at Greenpoint can be stopped as shown on the attached plan (*refer to Appendix 1*).

This request has come from the owner of one of the properties and some interest has been shown by adjacent properties to also consider stopping of the road.

The unformed road is not likely to be required at any time in the future as all properties have good access currently.

If Council is agreeable to this stopping in principle, then the formal consultation process (as set out in the tenth schedule of the 1974 Local Government Act) can commence and the wider public be advised and feedback sought. Part of this process is also to seek input from the New Zealand Walking Access Commission who has interests in protecting access to recreational facilities.

The key part of the process is the need to consider the wider public interest in the stopping and what this may be, rather than the adjoining landowner's interests.

The stopping may request all of the area shown or potentially only part, dependent on the consultation.

Following consultation, this will be reported back to Council, and if no objections are received and Council approval is received, then formal approval from the Minister of Land Information must be sought as the land is zoned rural.

The costs of this process together with the value of the land would be met by the applicant.

CONCLUSION

A request has been received to stop part of the legal unformed road as shown on the attached plan (*refer to Appendix 1*).

There is no planned use of this road so Council's approval is sought to commence the process to consult on this stopping.



TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

INVESTMENT ASSESSMENT FRAMEWORK
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Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

<p>The New Zealand Transport Agency has released the draft Investment Assessment Framework which is planned to be utilised in the 2018-2021 funding period.</p> <p>This information is provided to give insight into the process of how funding is considered and allocated at a National Level.</p> <p>Feedback is sought by 7 April 2017.</p>

RECOMMENDATIONS

That this report is received.

IMPLICATIONS

1.	<p><i>Has this been provided for in the Long Term Plan/Annual Plan?</i></p> <p>Not applicable.</p>
2.	<p><i>Is a budget amendment required?</i></p> <p>No.</p>
3.	<p><i>Is this matter significant in terms of Council's Policy on Significance?</i></p> <p>No.</p>
4.	<p><i>Implications in terms of other Council Strategic Documents or Council Policy?</i></p> <p>The draft Investment Assessment Framework may impact on Roading submissions for future funding.</p>
5.	<p><i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i></p> <p>No.</p>
6.	<p><i>Has the Child, Youth and Family Friendly Policy been considered?</i></p> <p>Yes. The Policy has no impact on the proposal.</p>

FINANCIAL IMPLICATIONS

The Framework is a draft form, signalling funding direction, however this is unlikely to have significant impact on funding.

BACKGROUND

Council has been reviewing the Investment decision making framework.

This framework is intended to give interpretation and effect to Government's Policy Statement on Land Transport (GPS). This document was provided in the report to Council in March 2017.

This framework is used to assess and prioritise activities for investment in the National Land Transport Fund (NLTP).

The draft framework is attached along with additional information (*refer to Appendix 1*). The New Zealand Transport Agency has requested any feedback by 7 April 2017.

At the time of writing this report, the framework is being reviewed.

CONCLUSION

The New Zealand Transport Agency has released the draft Investment Assessment Framework which is planned to be utilised in the 2018-2021 funding period.

This information is provided to give insight into the process of how funding is considered and allocated at a National Level.

Draft Investment Assessment Framework for the 2018–21 National Land Transport Programme

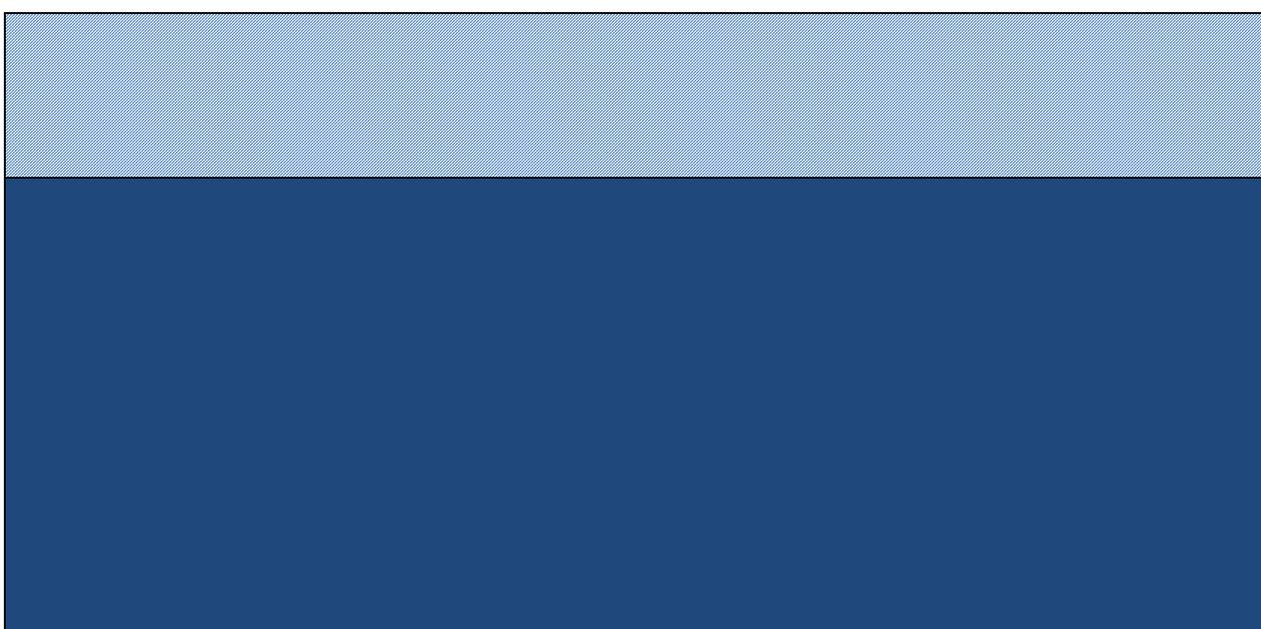
Sandy Fong

10 March 2017

VERSION 1.0

Investment Assessment Framework for the 2018–21 National Land Transport Programme

An updated draft Investment Assessment Framework (IAF) has been developed to give effect to changes signalled in the engagement draft of the Government Policy Statement on Land Transport for 2018/19 to 2027/28 (GPS).



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NZ Transport Agency
Published March 2017

ISBN [number]

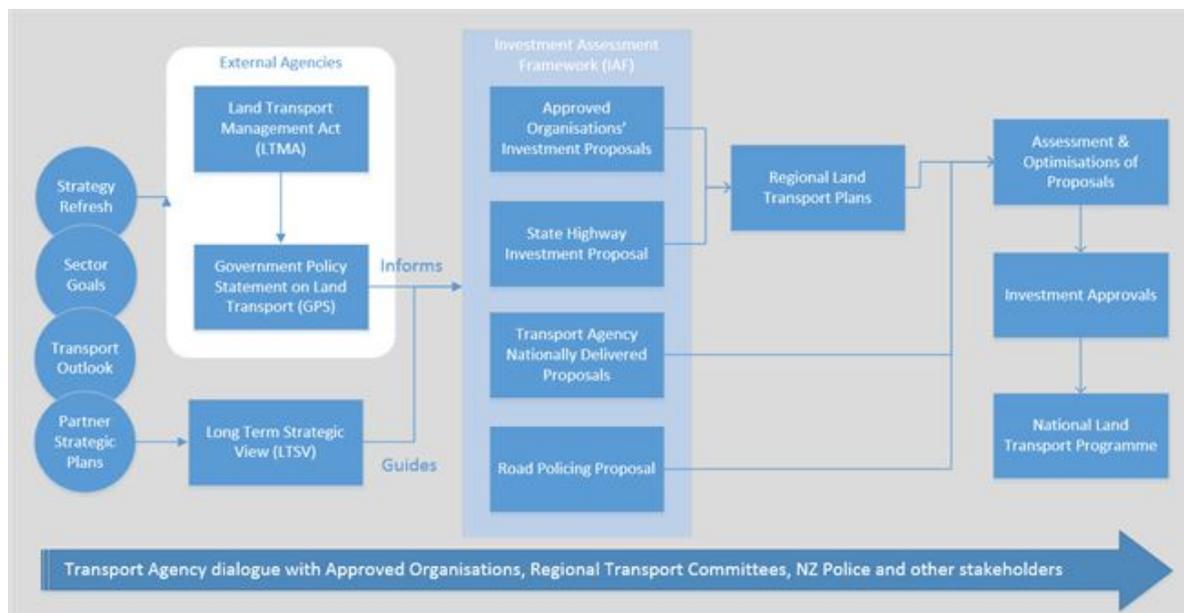
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This document is available on the NZ Transport Agency's website at www.nzta.govt.nz

DRAFT INVESTMENT ASSESSMENT FRAMEWORK

The new Investment Assessment Framework (IAF) will be used to support our investment partners and the Transport Agency to develop land transport activities for inclusion in Regional Land Transport Plans (RLTPs), as part of the development and delivery of the 2018–21 National Land Transport Programme (NLTP). The IAF will remain in draft until the GPS is finalised.



The role of the IAF in the investment decision making process

In responding to the draft GPS, and in developing the NLTP, the Transport Agency is taking the opportunity to clarify the role of the IAF within the overall investment decision making system:

- being clear on the GPS results that we prioritise for investment to benefit users of the transport system
- clarifying the application of the principles of the business case approach in ensuring our investment decisions result in doing the right things, at the right time, for the right price – including optimising programmes so they deliver the GPS results for transport system users.

There are a number of building blocks that come together to support this approach which include the IAF, the One Network Road Classification, the Long Term Strategic View, improving the evidence base and the fit for purpose application of the business case approach.

The business case approach provides the foundation for identifying and developing land transport activities. It ensures that the right issues and opportunities are identified and developed, and the planned responses are appropriately scoped and timed.

The impact of the draft GPS on the IAF

The draft GPS 2018, released for sector engagement by the Ministry of Transport on the 22 February 2017 (<http://www.transport.govt.nz/gps2018>), proposes to continue the three key priorities from GPS 2015:

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

Furthermore new GPS strategic priorities have been defined including:

- supporting economic growth in regions
- enhancing resilience
- supporting intermodal connections
- providing clarity around expectations for the treatment of environmental impacts
- using innovation and technology to improve benefits and achieve the outcomes

The GPS does not determine the individual activities which will be funded, or how much funding any particular activity will receive. Rather, the government sets priorities, objectives, long/medium/short term results, and ranges of funding to activity classes to guide decision makers where to prioritise investment.

The Transport Agency gives effect to the GPS by using the IAF to prioritise which proposals should receive funding within the activity class funding ranges.

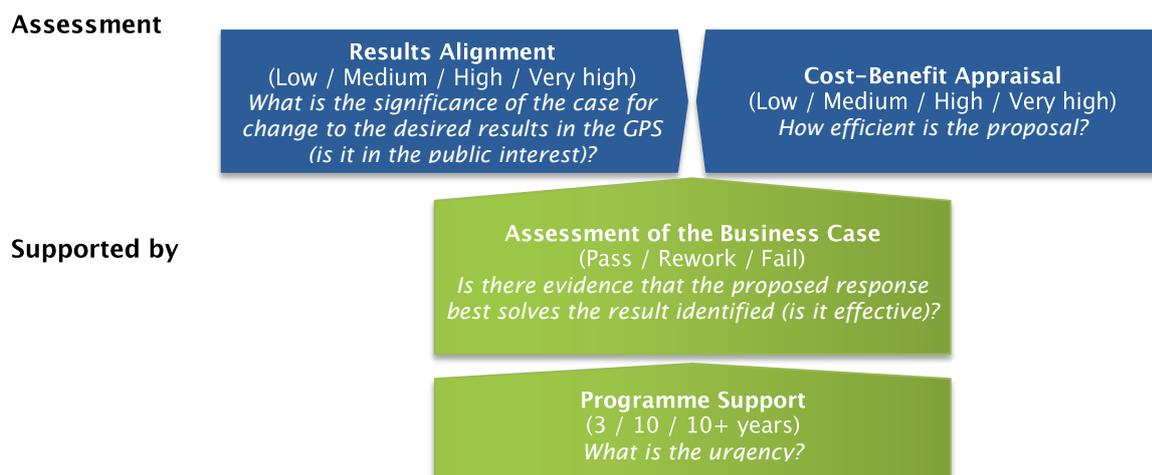
What's different about the updated IAF

The main changes to the Investment Assessment Framework are:

- the Strategic Fit assessment within the existing IAF is replaced with a new **Results Alignment** assessment that strengthens links to the GPS, increases customer focus as an outcome, provides a focus on integration, and includes a **very high rating** option for nationally strategic investments
- the current 'effectiveness' assessment is being removed as many of the effectiveness criteria are already dealt with in the business case approach and **assessment of the investment business case**
- the **cost-benefit appraisal** includes a **very high rating** for improvement proposal benefit-cost ratios
- a new prioritisation and **programming support** component for assessing urgency to address the problem

The IAF has the following main features within the investment decision making system:

- Results Alignment and Cost-Benefit Appraisal ratings determine NLTP inclusion and informs priority for investment
- Proposals with either **very high** Results Alignment or very high cost-benefit appraisal will gain **higher relative priority**
- Proposals that address problems that have an immediate (3 years) urgency should result in these being programmed earlier than proposals addressing less urgent problems
- The criteria for assessing continuous programmes, such as road maintenance, will be more pertinent to the investment decision, rather than providing a general investment signal, and will be informed by initiatives such as the [One Network Road Classification](#)



The main changes from Strategic Fit to **Results Alignment** are:

- consolidated **Results Alignment** criteria that apply more generally to the Government Policy Statement results across, rather than specifically to, activity classes
- the Results Alignment criteria are more **spatially aware** than the existing Strategic Fit (strongly linked to the **Long Term Strategic View**)
- increased priority given to new GPS strategic priorities
- criteria that clarify the investment priority for providing appropriate transport choices and mitigating environmental effects.

Effectiveness criteria removed from the IAF

With the removal of the ‘effectiveness’ criteria, greater emphasis will be placed on assessment of the business case supporting investment proposals. The business case approach will ensure that requirements for problem/opportunity identification and options development and selection are met and that proposals are effective. There will be clear expectations on the application of the principles of the business case approach, appropriate to the maturity of the proposal, and the relationship to investment decisions through assessment of the business case and the IAF:

- Assessment of the business case will apply to proposals before they are assessed against the IAF
- The assessment of the business case outcomes are pass / rework / fail that indicate whether business case expectations have been met.

Assessment of Business Case

The Transport Agency’s assessment of the ‘business case’ and supporting evidence for investment proposals considers how well the principles of the business case approach have been applied. The business case provides the evidence to identify the strategic case for investment, develop a short-list of potential options, identify the best option to address the issue, and identify the benefits that will be realised while managing delivery risk. The Transport Agency will also assess that proposals are appropriately integrated according to their context and are appropriately scaled.

Very High ratings for Results Alignment and Cost–Benefit Appraisal

Additional Very High ratings have been introduced for Results Alignment and Cost–Benefit Appraisal in the draft IAF.

For **Results Alignment**, the new **Very High** rating criteria directly link to specific results in the draft GPS:

- transport access required for housing development in high urban growth areas
- networks needing attention to enable deployment of safer in–vehicle and/or driverless technology
- provision and use of data and information that improves transport management and user choice

For **Cost–Benefit Appraisal**, the new **Very High** rating acknowledges that there is merit in progressing proposals with very high economic efficiency despite low alignment to the strategic priorities.

- the Very High rating for Cost–Benefit Appraisal applies when the calculated benefit–cost ratio is greater than 10
- for purposes of prioritisation, the Very High rating for Cost–Benefit Appraisal allows proposals with a Low Results Alignment rating to proceed

Prioritisation

Prioritisation is based on the two assessment factors of Results Alignment and Cost–Benefit Appraisal. The pre–requisite tests in the Assessment of the Business Cases must be met before any assessment is carried out. Proposals assessed as having Very High Results Alignment and Very High Cost–Benefit Appraisal will gain higher relative priority.

Programme Support indicates urgency

A new Programme Support indication will assist in high level filtering of issues and assessing their associated urgency within the national context. The Long Term Strategic View will assist in this filtering and the required urgency to address the identified strategic case within 3 years, 10 years or beyond 10 years.

The IAF as it applies to continuous programmes

For continuous programmes such as road maintenance and public transport services, the IAF is tailored according to the nature of the programme’s levels of service.

Applying the IAF to continuous programmes will inform cost effective level of investment to maintain an appropriate customer level of service, rather give than a go/no go decision.

A proposal for streamlined assessment

Although not specifically part of the IAF, we are taking the opportunity to streamline Investment Decision Making for low cost/low risk activities by extending the model that currently exists for ‘minor improvements’.

Timing of the final IAF

The IAF will remain in draft until the Minister of Transport approves and releases the final GPS. We anticipate that the final GPS will be released in the second half of 2017. In the interim we will use the draft IAF to develop the 2018–21 NLTP.

The IAF applies to all funding applications

The IAF applies to every application for funding, including those submitted by the Transport Authority.

APPLICATION OF THE DRAFT INVESTMENT ASSESSMENT FRAMEWORK FOR 2018–21

This is a high-level view of the revised IAF design, and further details will be made available on the Transport Agency’s Planning and Investment Knowledge Base.

When assessing proposals, the Transport Agency considers best value for money, where value for money has been defined as:

- selecting the right things to do (results alignment)
- implementing them in the right way (business case approach)
- implementing them at the right time and for the right price (cost-benefit appraisal)

The Transport Agency uses the IAF to assist it achieve value for money in its investment decisions, as it:

- assesses the contribution that proposed activities make against the results sought in the GPS and the purpose of the Land Transport Management Act
- provides a consistent means of comparing and prioritising proposals based on their relative contributions to the results sought in the GPS
- takes into account the results addressed by proposed activities and considers the benefits and costs of solutions in a balanced way

The framework uses two assessment factors to determine the degree to which proposed activities meet the Government’s investment strategy in the GPS:

Assessment factor		Rating
Results Alignment	Assessment of how well the problem/issue/opportunity identified aligns with results identified in the GPS and the Long Term Strategic View	Low / Medium / High / Very High
Cost-benefit appraisal	Assessment of the whole-of-life costs and benefits based on the Economic Evaluation Manual for improvement activities, and cost effectiveness and performance comparisons for road maintenance, and existing public transport services	For improvements, benefit-cost ratio ranges of: 1–2.9 / 3–4.9 / 5–9.9 / 10+ For programmes, cost effectiveness ranges of: Low / Medium / High

Proposals will be assessed for their degree of alignment with the results and priorities in the GPS.

The Results Alignment criteria in the IAF provide a clear line of sight to the results sought in the GPS, and the new Results Alignment criteria and ratings have been developed from the draft GPS:

- there are two explicit levels of priority in the results contained in the draft GPS
- there are also new areas (technology, environment) requiring a specific impetus
- introduction of criteria for a low rating would allow proposals with very high cost-benefit appraisal but low alignment to the investment strategy to be considered for funding

The general intent behind the medium and high criteria from the Strategic Fit criteria of the current IAF for 2015–18 will continue in the draft IAF for 2018–21.

HIGH LEVEL DESIGN FOR RESULTS ALIGNMENT CRITERIA AND RATINGS

A proposal has **Low Results Alignment** if it does not meet the criteria for Medium, High or Very High results alignment but it does *address transport issues relating to*:

- safety
- journey time reliability
- matching capacity and demand, and/or
- resilience

for journeys that support economic growth and productivity for:

- employment
- access to economic opportunities and social opportunities
- tourism, and/or
- freight

A proposal has **Medium Results Alignment** if:

Appropriate customer levels of service are required for:

- safety
- journey time reliability
- matching capacity and demand, and/or
- resilience

for journeys that support economic growth and productivity for:

- employment
- access to economic opportunities and social opportunities
- tourism, and/or
- freight

OR

- Transport is required to provide access to economic and social opportunities, particularly for those with limited access to a private motor vehicle

OR

- Significant harm to people and the environment arises from road noise and particulates

OR

- Safety issues present a medium crash risk, communities are subject to medium risk, and/or the proposal is in Safer Journeys area of medium concern

HIGH LEVEL DESIGN FOR RESULTS ALIGNMENT CRITERIA AND RATINGS (CONTINUED)

A proposal has **High Results Alignment** if:

There is a significant gap to appropriate customer levels of service for:

- safety
- journey time reliability
- matching capacity and demand, and/or
- resilience

for journeys that support economic growth and productivity for:

- employment
- access to economic opportunities and social opportunities
- tourism, and/or
- freight

OR

- Capacity and demand are mismatched for journeys in major urban and high growth urban areas

OR

- Intermodal connections need improvement

OR

- Safety issues present a high crash risk, communities are subject to high risk, and/or in Safer Journeys areas of high concern

A proposal has **Very High Results Alignment** if:

- Transport access is required for housing development

OR

- It would assist in preparing the network for safer in-vehicle and/or driverless technology

OR

- It would enable data and information that improves transport management and user choice

PRIORITISATION

The two assessment factors of Results Alignment and Cost–Benefit Appraisal would be brought together to form an assessment profile that determines a proposal’s priority, where the ranking is based on:

1. Meeting the desired results of the investment strategy
2. Achieving the desired results in the most efficient way

Results Alignment	Cost–Benefit Appraisal	Rank
Very High	Low / Medium / High / Very High	1
Low / Medium / High / Very High	Very High	2
High	High	3
High	Medium	4
High	Low	5
Medium	High	4
Medium	Medium	5
Medium	Low	6
Low	High	Exclude
Low	Medium	Exclude
Low	Low	Exclude



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March 2017

Dear Reader

Preparing for the 2018–21 National Land Transport Programme

In July 2016 NZ Transport Agency wrote to you regarding the review of the Investment Decision Making processes. This letter is to update you on the progress NZ Transport Agency has made and invite your feedback on the Investment Assessment Framework (IAF).

The NZ Transport Agency Draft IAF is our initial interpretation of the Draft Government Policy Statement on land transport (GPS). The draft IAF is subject to further changes based on feedback received from the sector on the final GPS. We anticipate that the final GPS will be released by the Minister in the second half of 2017.

We have released the Draft IAF to our investment partners to provide as much time and certainty as possible, to develop and deliver proposals and programmes to support the delivery of the 2018–21 NLTP. **Note** – The 2018–21 IAF will remain in draft until the Minister releases the final GPS.

Investment Decision Making review

The Transport Agency uses the IAF to assess and prioritise activities for investment from the National Land Transport Fund. The current IAF uses three assessment factors (strategic fit, effectiveness and cost benefit appraisal) that vary by activity class.

As you may recall, we initiated this work in response to the findings of a review carried out in 2015 by the Ministry of Transport, Treasury and the NZ Transport Agency. This review did not recommend a complete overhaul of the investment decision making process, but rather incremental changes to the way we make investment decisions. As a result, the NZ Transport Agency is making a number of changes to the IAF across all activity classes, e.g. public transport, road improvements, transport planning and road maintenance.

In line with our commitment to working with you and other key stakeholders as we develop the 2018–21 NLTP, we have used input from stakeholder focus groups to help shape the redesigned draft IAF.

Investment Assessment Framework – key changes

The NZ Transport Agency Board has agreed to change from a three factor approach to a two factor approach. This results in:

1. replacing the current strategic fit assessment with a new results alignment assessment,
2. enabling proposals with very high benefit– cost ratios to be advanced,
3. the effectiveness rating being removed and absorbed into the business case approach, and
4. greater emphasis on the application of the NZ Transport Agency’s business case approach.

Together these changes will ensure improved alignment between the IAF and the GPS.

The IAF changes are set out in more detail in Attachment 1.

Seeking feedback on IAF

It is important to NZ Transport Agency that we and all Approved Organisations become familiar with the new IAF and criteria for their respective programmes. This will provide the opportunity to make informed investment submissions to the 2018–21 NLTP commencing in July 2017.

Specifically, feedback is being sought on how this could apply across all activity classes, e.g. public transport, road improvements, transport planning and road maintenance, relevant to your organisation.

We welcome your feedback on the revised IAF for the 2018–21 NLTP. Please email your feedback or questions to nltpl@nzta.govt.nz at the latest by 5 pm, Friday 7 April 2017.

Updated Investment Assessment Criteria for Maintenance Programmes

As part of IAF, NZ Transport Agency has reviewed the investment assessment criteria for road maintenance programmes, to ensure the framework and criteria support the embedding of the One Network Road Classification (ONRC) framework and customer level of service considerations.

A high level summary of sector [feedback](#) received relating to the draft proposal to embed ONRC into the IAF has been available on the 2018–21 NLTP website since November 2016.

In consideration of changes in the IAF and based on the initial feedback received, NZ Transport Agency has further developed the draft maintenance assessment criteria and guidance, and a Q&A guide (Attachments 2 & 3).

A number of building blocks have been brought together in this update, including embedding the ONRC approach, emphasising the importance of a robust evidence base, and the application of the business case approach for justification of investment in NLTP projects and programmes.

Other NLTP developments

We will soon be releasing the Long Term Strategic View: our response to your feedback around the need for providing visibility of 'the bigger picture'. The View is a starting point for our conversations with you; you can expect to hear from us soon as we seek input from your organisation to enhance it further.

In April we are planning another round of Dialogue materials to update you on key NLTP 2018–2021 developments.

If you have any questions about providing feedback on the IAF, or anything else covered in this letter, please do not hesitate to contact me, or your Regional Manager or Planning & Investment Manager

Yours sincerely

Robert Brodnax

Group Manager Planning and Investment

Attachment 1: Draft Investment Assessment Framework for the 2018–21 National Land Transport Programme

Attachment 2: Draft Investment Assessment Framework as Applies to Maintenance

Applying the Draft Investment Assessment Framework to Road Maintenance Programmes

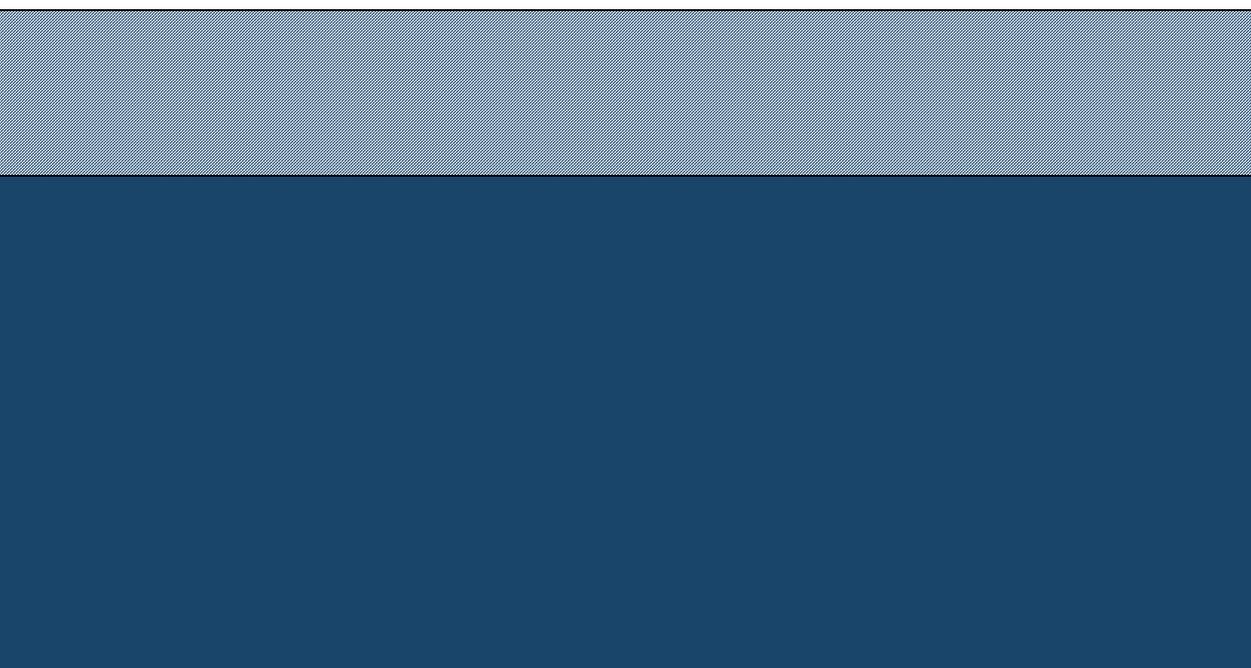
Mark Yaxley

10 March 2017

VERSION 1.0

Investment Assessment Framework for the 2018–21 National Land Transport Programme

The Transport Agency has updated the assessment criteria for maintenance programmes, to ensure the framework and criteria support the embedding of the One Network Road Classification framework (ONRC) and customer level of service considerations. This document provides further guidance as to how the Investment Assessment Framework (IAF) will apply to Road Maintenance Programmes and introduces some of the new concepts.



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More information

NZ Transport Agency
Published March 2017

ISBN [number]

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency
Private Bag 6995
Wellington 6141

This document is available on the NZ Transport Agency's website at www.nzta.govt.nz

THE BUSINESS CASE APPROACH IS OWNED BY THE INVESTMENT PARTNER

The Transport Agency acknowledges that, in order to meet their various statutory obligations, Approved Organisations and the Transport Agency (State highways) develop a significant number of strategic, tactical and operational management documents related to their respective road maintenance activities.

The Transport Agency does not require a separately documented business case to be developed for road maintenance programmes provided the information requirements set out below are provided in documents that support of the maintenance programme request.

The Transport Agency expects the principles of the business case approach to have informed the development of an Approved Organisation’s Activity Management Plan (AMP). We consider an AMP, if developed in accordance with good practice, should be capable of fulfilling the business case requirements, provided it and any additional information submitted clearly sets out the case for investment based on this guidance.



Evidence base

The Transport Agency expects road maintenance programmes to be well-linked to long term planning documents, particularly Activity Management Plans (AMPs), Council Long Term Plans (LTPs) and Regional Land Transport Plans (RLTPs). These documents should describe the information assumptions underlying network management. Information provided to support the maintenance programme should make reference to the relevant parts of these planning documents.

Forward work programmes and budgets for the road maintenance programme must be developed to support the delivery of greater consistency in delivery of customer levels of service as set out in the ONRC framework. The programmes should demonstrate how the proposed road operations, maintenance, and renewal activities within the maintenance programme and, where necessary, proposed improvement activities (under the improvements activity classes) optimise the life-cycle costs of their road networks in delivering the customer levels of service.

Customer levels of service

The ONRC has been adopted by the sector to ensure national consistency around the levels of service delivered by a network. The Transport Agency and the Road Efficiency Group (REG) have developed a suite of performance measures to support the next phase of implementing ONRC in the 2018–21 National Land Transport Programme (NLTP).

All Approved Organisations and the Transport Agency (state highways) are required to clearly evidence the customer levels of service that they propose to deliver and how they relate to the ONRC measures.

Maintenance programme submissions from Approved Organisations and the Transport Agency (State highways) may be supported by, and take account of, a wider set of performance measures than those currently mandated in support of ONRC. For example, an Approved Organisation may wish to support their submission with their LTP measures in addition to the ONRC measures. Consideration of funding allocations for maintenance programmes in the 2018–21 NLTP will be based primarily on assessment of the transport network performance to be achieved as measured against the ONRC measures.

The Transport Agency expects further development of the suite of performance measures will continue during the 2018–21 NLTP and lead to a broader set of specific performance targets for investment for the 2021–24 NLTP.

Core programme

The Agency's Core programme assessment is not a commitment to fully fund the programme at the level set out in the application. The level of funding approval is determined by assessing eligible bids within the maintenance Activity Class provisions set out in the GPS and by optimising investment and the allocation of funding across the NLTP as a whole.

The Core programme represents the Transport Agency's assessment of eligible works within Approved Organisation's and the Transport Agency's (State highways) programme of maintenance work required to achieve or maintain a pre-determined and appropriate level of service.

The Core programme will be negotiated and agreed between the programme owner and the Transport Agency during the development of the information that forms the basis for the business case supporting the programme request. Detailed explanations will follow in the Transport Agency's Planning and Investment Knowledge Base.

The Transport Agency expects that this assessment will be conducted primarily around the three yearly review of the Approved Organisation's Activity Management Plan.

The Core programme will inform all stages of the Transport Agency's funding allocation process and decisions as the NLTP is developed. The Transport Agency expects that changes in the submitted maintenance programme request at the various input stages (between the initial and final stages) will clearly evidence changes that have been made to the programme, and / or provide further evidence for negotiating an updated Core programme that was negotiated in the preceding stages.

Enhanced programme

An Enhanced Programme is one that attracts Transport Agency funding above Core funding. We expect that any funding above the Core programme will be fully contestable.

Enhanced funding may be considered for a programme if it requires a step change in investment to address the customer levels of service opportunities sought under the IAF criteria for a High Results alignment rating.

The Transport Agency may agree to enhanced funding for a programme if:

- funding is available in the activity class for enhanced funding requests
- the enhanced funding component of the programme proposal and funding requests is supported by a robust customer-focused business case that clearly demonstrates the value of investing in the level of service change (Note: this justification may be in the AMP)
- the investment partner is able to demonstrate their capability to efficiently deliver the service level change and achieve the associated benefits on a sustainable basis

Assessment of business case

The Assessment of the Business Case for each Activity Class will be guided by an assessment template as set out in Transport Investment Online (TIO). The template sets out more detail regarding the key points of the assessment, for example in the format of a short summary of each assessment criterion/consideration. This provides clear expectations for the 'business case development and assessment' of all road maintenance programmes, that it will be informed by robust evidence and that Approved Organisations and the Transport Agency (State highways) demonstrate the application of sound business case development practises. This is consistent with the guidance in the Transport Agency's Knowledge Base and that of the Road Efficiency Group for Asset Management Plans, to establish the strategic case and demonstrate an optimised programme case for the maintenance programme. The business case should also demonstrate the application of and commitment to:

- sound activity management principles and processes to develop the road maintenance proposals, including the use of present value methodologies to identify the best value for money options and timing of interventions
- smart procurement practices that optimise efficient delivery of customer focussed maintenance activities in the most cost effective manner

The Transport Agency's assessment of the 'business case' and supporting evidence for the Approved Organisation's and the Transport Agency's requests for road maintenance programmes will include but not be limited to how the case is presented:

- demonstrates that the IAF Results Alignment criteria have been fully considered
- demonstrates that the planned maintenance programme will, over time, deliver customer levels of service consistent with the ONRC framework, the Transport Agency's Maintenance guidelines for local roads, or as otherwise agreed by the Transport Agency
- is integrated with and takes account of:
 - agreed district, regional and sub-regional land use and transport management strategies
 - the Approved Organisation's 30 year Infrastructure Strategy, Long Term Plan, or equivalent 10-year plan, and any relevant Annual Plan
 - current and future activities
 - partners where appropriate
 - responding in a timely and efficient way to demand drivers
- is based on sound activity management principles and processes to develop their road maintenance proposals, including consideration of alternatives and options, (both asset and no-asset), the use of present value analysis methodologies to identify the best value for money options and timing of interventions are correctly scoped
- is affordable through the lifecycle of the programme and on a whole-of-life cost approach for all parties

Applying the Draft Investment Assessment Framework to Road Maintenance Programmes

- will deliver enduring benefits over the timeframe identified in the business case and be implemented in a timely manner
- articulates a well-reasoned approach to managing current and future risks
- is supported by a documented asset management approach developed in accordance with best practice for asset management, including fit for purpose network inventory and condition information, a regular network condition inspection programme, and a robust option / treatment selection process and economic evaluation methodologies to identify the best value for money options and timing of interventions
- is governed and managed by the programme owner to ensure:
 - compliance with the Transport Agency’s procedural and monitoring requirements
 - the owner’s management and administration functions are delivered effectively and efficiently
 - recommendations from the Transport Agency audit reports have been addressed

In all cases the ‘business case’ must demonstrate that the road maintenance programme scope, timing and delivery arrangements are economically efficient and represent value for money. This must be evidenced by as a minimum (but is not limited to):

- the procurement strategy and capability of the organisation to act as a smart buyer to efficiently and effectively procure and manage the programme of works proposed, including contractual arrangements
- self-assessment of the programme owner’s current procurement capability (through use of the Road Efficiency Group procurement self-assessment template)
- for the 2018 – 2021 NLTP period the Transport Agency encourages programme owners to identify opportunities to deliver efficiency gains through changes to current structures and delivery models, e.g. through collaboration in both planning and delivery, to improve comparative cost of delivery of consistent levels of service. The Transport Agency encourages programme owners to complete a separate self-assessment of the anticipated future capability that would result from implementing the identified changes
- self-assessment of cost of delivery and how both the costs and customer levels of service achieved rate against their peers and relevant sector indices (see Appendix 1)
- self-assessment of the organisations asset management capability (through use of the International Infrastructure Management Manual questionnaire) or other recognised methodology e.g. ISO or Treasury Investor Confidence Risk Rating which provide a transparent rationale and is easier to understand for the investment partner

IAF: RESULTS ALIGNMENT

Use of results alignment rating

For the 2018–21 NLTP, the results alignment rating will be used by the Transport Agency to assess the significance of a problem, issue or opportunity relative to desired results set out in the Government Policy Statement (GPS). For road maintenance the rating assessment will also assess the proposed customer levels of service against those set out in the ONRC framework. The rating assessment is not an indication of how well a programme is being optimised and delivered by an organisation. A medium rather than a high results alignment rating should not be viewed as having “negative” management connotations. A medium result alignment rating would indicate a network managed to largely meet appropriate customer levels of service.

Default results alignment rating

By default, the results alignment rating for road maintenance programmes is low.

Requirements for medium rating

A road maintenance programme will only be given a Medium rating for results alignment if the proposed programme demonstrates that it will deliver some or all of the priority result areas in the GPS and the ONRC customer levels of service for the network for:

- Travel time reliability
- Safety
- Resilience
- Amenity
- Accessibility

Requirements for high rating

A road maintenance programme will only be given a High rating for results alignment if the programme demonstrates the merits of a step change in investment to address significant customer levels of service gaps or opportunities for the network related to priority result areas set out in the GPS.

IAF: COST BENEFIT APPRAISAL

Value for money can be defined as “doing the right things in the right place at the right time for the right price in the right way to achieve the right outcomes”.

Mix of methodologies applied

The main benefit and cost appraisal methodology for assessing road maintenance programmes as a whole and the activities within them is unit cost efficiency benchmarking. Together with network levels of service performance comparisons against required levels of service and trend analysis (past and future costs and demands) play a part in the assessment.

Programme ratings

Road maintenance programmes are given a Low, Medium, or High rating for benefit and cost appraisal based on their relative cost effectiveness established through peer group and sector benchmarking comparisons:

- Low – when cost effectiveness and benchmarking shows below-average band efficiency
- Medium – when cost effectiveness and benchmarking shows average band efficiency
- High – when cost effectiveness and benchmarking shows above-average band efficiency

We provide details of the Road maintenance peer groups for benchmarking in the Q&A document accompanying this package of information.

Investment Decision Making

The investment profile is a summary view of the Transport Agency’s assessment of an investment proposal (including Continuous Programmes), using the criteria and processes set out in the Transport Agency’s IAF. This Assessment Profile will be used in combination with the information in the Assessment of the Business Case to determine the overall value and ranking of an Approved Organisation’s funding proposal.

For road maintenance programmes the Transport Agency encourages Approved Organisations to complete the business case development and engage with and seek the Transport Agency’s assessment of the business prior to submission of the initial maintenance programme request for the relevant NLTP.

The Transport Agency intends that this early engagement and assessment will:

- enable the Transport Agency to engage with and negotiate the Core programme and give a view on the merits for an Enhanced programme for the Approved Organisation prior to submission of the initial draft request
- in the period between submission of the initial draft and the final draft programme request, enable the Approved Organisation to respond to the Core and Enhanced programme discussions and to provide more information, an amended programme or a combination of both

Transition planning for road maintenance programmes for Approved Organisations

The Transport Agency understands that the content and the timing for the development of a maintenance programme submission for the relevant NLTP must take account of the other statutory obligations and business processes of Approved Organisations including the timing for renewing service delivery contracts.

The Transport Agency expects every Approved Organisation to set out a clear transition plan (including timetable, programme scope and cost) to fully implement the changes required from both the implementation of the ONRC framework and changes to the Transport Agency's Investment Assessment for road maintenance programmes.

The Transport Agency's assessment of an Approved Organisation's AMP, organisational capability for activity management and procurement will also inform the Agency's decisions for the NLTP. The Transport Agency intends to provide this feedback to each Approved Organisation before the Approved Organisation lodges its final programme request into Transport Investment Online (TIO).

The Transition Plan sets out the Approved Organisation's intentions for responding to the Transport Agency's feedback. The Transport Agency's investment decisions will take account of the Transition Plan.

Negotiation / shared decision making

The investment assessment and investment decision making (particularly regarding funding levels) are envisaged to be a joint process between the Transport Agency and its investment partners. This may include: the level of the Core Programme, the current and desired service levels, the current and desired cost levels, the funding sought for the Enhanced funding component of a Continuous Programme, the proposal quality/methodology, and the evidence/information used and its quality.

Draft Investment Assessment Framework for the 2018–21 National Land Transport Programme

Frequently asked questions

15 March 2017

The questions and answers we have provided here are targeted at specific audience groups. We will expand on these over time and will also provide detailed information on the NZ Transport Agency's Planning and Investment Knowledge Base.

General IDM/IAF Questions

1. What is the Transport Agency's Investment Assessment Framework used for?

The Transport Agency uses the Investment Assessment Framework (IAF) to help give effect to the Government Policy Statement on Land Transport (GPS); specifically to assess the merits of and prioritise activities for inclusion and funding approval within the National Land Transport Programme (NLTP).

2. Why is the IDM/IAF being changed?

The IDM/IAF is being changed to implement the recommendations of a joint review undertaken by the Transport Agency, The Ministry of Transport (MoT), Treasury and Local Government in 2015, and respond to the Government's draft GPS 2018.

The NZ Transport Agency has agreed to accept and implement the review recommendations, which included: 'redesigning the IAF to ensure it is fit for purpose, provides confidence to stakeholders, delivers the right transport outcomes, and is easy to understand and simple to use.'

3. What are the key changes being proposed to the IAF as a result of the IDM review?

Key changes being proposed include:

- the 'Strategic Fit' assessment within the existing IAF is replaced with a new 'Results Alignment' assessment that strengthens links to the GPS, increases focus on customer outcomes, and includes a very high rating option for national strategic investments
- the current 'effectiveness' assessment is being removed. Many of the effectiveness criteria are dealt with in the business case approach and Assessment of the Business Case
- the cost-benefit appraisal includes a very high rating for improvement proposal benefit-cost ratios. A very high rating acknowledges that there is merit in progressing these proposals, even if the proposal has low alignment to the GPS strategic priorities
- a new programming support component, to assess the timeframe in which a problem should be addressed (subject to funding availability)
- improving clarity and transparency of the Transport Agency's decision-making processes and how decisions are made, including the development of a number of public facing guides.

4. Why is the Transport Agency reducing the assessment criteria from three to two?

The change was driven by the need to:

- remove some of the perceived duplication that occurred between the strategic fit and effectiveness criteria
- recognise that many of the elements of the current effectiveness criteria are more appropriately considered through assessment of the business case put

forward in support of investment proposals.

5. What will greater transparency around decision making look like?

A range of user-friendly public facing documents will be developed on the Investment Decision Making system, and how we report on investment decisions and expected outcomes.

Further guidance is also being integrated into Transport Investment Online (TIO) to assist Approved Organisations' understanding of the information required to help decision making.

6. Why is the proposal only a draft?

As the IAF gives effect to the GPS, it will remain in draft until the Minister of Transport issues a final GPS 2018-19 to 2027-28, in the second half of 2017.

7. What is the impact of transitioning to two assessment criteria for existing approved activities?

There will be no impact as we will not require a retrospective assessment of any approved activities.

8. What is the impact of transitioning to two assessment criteria for proposals already submitted in the current 2015-18 NLTP but not yet approved?

If the delivery is within the 2015-18 NLTP, there is no impact.

9. What is the impact of transitioning to two assessment criteria for activities seeking funding commitment in the 2018-21 NLTP?

Any activities submitted for assessment for 2018-21 NLTP funding will need to be assessed under the new IAF.

Under the NLTP transition arrangements, the Transport Agency will work with affected Approved Organisations to define information requirements.

Maintenance & ONRC Questions

10. Why is ONRC being embedded into the Transport Agency's funding process?

The Transport Agency is a member of the Road Efficiency Group (REG). The REG is a collaborative project between Local Government New Zealand and the Transport Agency that aims to drive value for money and improve performance in maintenance, operations and renewals throughout the country.

The REG aims to implement a consistent road classification hierarchy that targets consistent customer levels of service outcomes across the country to roads within the same classification. The IAF will be used to give effect to ONRC through the improved prioritisation process for funding maintenance, operations and renewals.

11. Are the proposed changes consistent with the draft GPS?

The draft GPS 2018/19 - 2027/28 emphasises the government's desire for improved returns on its investment in road maintenance activities.

The GPS will support this result through ongoing investment in maintenance to achieve appropriate customer levels of service, and fully embed the ONRC customer levels of service standards and performance measures.¹

12. What are the key changes from embedding ONRC into the Transport Agency's funding process?

Key changes from embedding ONRC are the implementation of:

- new maintenance assessment criteria

¹ Engagement Draft GPS 2018/19 - 2027/28 para. 114

- changing emphasis from asset management to activity management
- peer group comparisons of defined customer levels of service for each class of road
- differentiation between core and enhanced maintenance programme funding
- embedding the principles of the business case approach into maintenance proposals, including the need for smart procurement practices.

13. What is the difference between a Core Programme and an Enhanced Programme?

The Core programme represents the Transport Agency's assessment of eligible works within Approved Organisation's, and the Transport Agency's (State highways) programme of maintenance work required to achieve or maintain customer levels of service.

An Enhanced Programme is one that attracts Transport Agency funding above core funding.

Both the Core and Enhanced Programmes are fully contestable and subject to specific assessment criteria.

14. How can an Approved Organisation apply for a level of funding above the Core Programme?

All submissions for Enhanced Programmes should follow the business case approach. In all cases, we expect that the Activity Management Plan will satisfy the business case approach for both Core and Enhanced Programmes, appropriately demonstrating the need for funding. Funding sought above the Core Programme level will need to be supported by a rationale and evidence of the value proposition for the enhanced funding.

Enhanced funding may be considered for a programme if it requires a step change in investment to address the customer levels of service opportunities sought under the IAF criteria for a High Results alignment rating.

15. What are the steps in assessing maintenance proposals?

We are developing our process for assessing maintenance proposals. Our initial views of

the likely steps are that the Transport Agency will negotiate with Approved Organisations to determine the merits of each organisation's business case for their Core Programme.

The Transport Agency will undertake assessment of Enhanced Programmes where those submissions require a step change in investment (above Core Programme) to address significant customer levels of service gaps or opportunities sought under the IAF criteria for a High Results alignment rating.

16. How will the Core Programme be established and how will this be different from the funding levels previously allocated to each Approved Organisation?

The intention is to progressively issue the Transport Agency's view of the merits of the business case being developed by each Approved Organisation, to inform their maintenance programme submission.

Once the merits of the Approved Organisation's business case are agreed, the Transport Agency will be able to signal the indicative value of the Core Programme as a basis for consideration when the Transport Agency considers all requests for funding prioritisation.

17. Will the assessment criteria provide appropriate recognition of those Approved Organisations who are managing their network to ONRC customer levels of service, and have a sound business case for continuing or lifting their maintenance investment?

Yes, for both cases, where an Approved Organisation can demonstrate a sound business case for the programme, this will form part of the consideration for both the Core and Enhanced Programmes.

18. What does the Transport Agency expect in terms of Maintenance proposals?

Maintenance programmes submitted to the 2018–21 NLTP are required to clearly evidence the customer levels of service that

they propose to deliver, and how they relate to the ONRC measures. In keeping with the principles of the business case approach and the application to investment proposals, Approved Organisations are required to demonstrate a clear understanding of the drivers for investment and consideration of all potential options.

This means the Transport Agency will be expecting more and better quality evidence and rigorous analysis to support submissions, and not a simple reflection of current allocation plus escalation.

While the Transport Agency does not require a separately documented business case to be developed for road maintenance programmes, it does expect all maintenance proposals to adhere to the principles of the business case approach built around best practice activity management.

19. Will embedding ONRC into the preparation of Approved Organisations' maintenance programmes involve a lot more work than is currently required?

There may be some extra work for some Approved Organisations who have not been involved in the ONRC process. However the expectations remain the same regarding an appropriate level of work required to meet the business case requirements, which have been clearly signalled. The main effort should continue to be ensuring the maintenance programme is fully justified by network data, and optimised to achieve transport objectives while having consideration for value for money in all aspects of the programme.

20. Where can I find the information on ONRC that I need to put together the next Approved Organisation's Land Transport Plan (LTP)?

Information on ONRC and its progress is available at the REG website. Refer: <https://www.nzta.govt.nz/roads-and-rail/road-efficiency-group/>

The Transport Agency will be providing updates on funding requirements over March and April on the Planning and Investment section of the Agency's website.

Refer: <http://www.nzta.govt.nz/planning-and-investment/2015-18-national-land-transport-programme/>

Information relating to the development of your next LTP will form part of the guidance material issued for the 2018–21 NLTP, and will be sent to each Approved Organisation and posted to the Transport Agency website when it becomes available in 2017.

21. How does the Transport Agency incentivise the sector to adopt ONRC concepts and improve network management?

Any policies to incentivise better network management through funding controls have yet to be developed and we welcome your suggestions.

The Transport Agency wants to see the sector continue to develop and build its own capability for good network planning, delivery and management. This means the main focus will continue to be regional cooperation and collaboration; sometimes in collaboration with the Transport Agency.

Approved Organisations will be incentivised by specific objectives and a suite of performance measures aligned to expected customer levels of service.

22. What is meant by 'smart procurement', and who decides whether an Approved Organisation is using smart procurement practice?

The attributes of smart procurement are set out in the report of the [Road Maintenance Task Force \(RMTF\) \(October 2012\)](#) and these are expected to be included in Approved Organisations' procurement plans.

The Transport Agency expects Approved Organisations to self-assess, to continue to question the value of different aspects of road maintenance, and to explore adjustments to procurement in light of sector trends. We recommend Approved Organisations become familiar with the [REG Procurement Delivery Model Guideline](#) and procurement self-assessment template.

23. Why has the Transport Agency moved from an emphasis on 'asset management' to an emphasis on 'activity' management?

The emphasis on activity management reflects the RMTF and REG-led focus on providing

transport solutions that meet customer outcomes. This means moving our focus away from asset preservation, to providing transport services that meet consistent customer levels of service.

24. What are the peer groups that the Transport Agency will use for benchmarking Approved Organisations?

The peer groups are based on the draft peer group discussion document advised to the Road Controlling Authorities Forum in August 2016. Peer groups were based on analysis of cost drivers, which indicate a strong correlation between cost per km and percentage of urban networks.

Highly urban – ≥ 90% urban:

Territorial Authority	% Urban
Tauranga City	100
Kawerau District	100
Hutt City	94
Hamilton City	93
Wellington City	91

Cities < 90% urban

Territorial Authority	% Urban	Territorial Authority	% Urban
Napier City	84	Auckland City	63
Porirua City	83	Palmerston North City	61
Nelson City	83	Kapiti Coast District	60
Christchurch City	69	Invercargill City	50
Upper Hutt City	66		

Provincial Centres (50% < urban but > 10% urban)

Territorial Authority	% Urban	Territorial Authority	% Urban
Thames Coromandel District	42	Hastings District	19
Dunedin City	40	Hauraki District	18
Horowhenua District	30	Waipa District	18
Taupo District	30	Whangarei District	17
Wanganui District	27	Kaikoura District	16
Queenstown-Lakes District	26	Buller District	16
New Plymouth District	25	Waimakariri District	16
Rotorua District	25	Whakatane District	14
South Waikato District	22	Western Bay of Plenty District	14
Grey District	21	Masterton District	14
		Timaru District	14
		Matamata-Piako District	13
		Opotiki District	13
		Gisborne District	13
		Marlborough District	12
		Westland District	12
		Tasman District	12

Rural Districts: (< 10 % urban) all other territorial authorities

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

TEMPORARY ROAD CLOSURE – ANZAC PARADE
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Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

<p>Council has received a request for a temporary road closure for the ANZAC Parade in April. Council is being asked to consider these utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10). This Act allows Council to close a road for an event after consultation with the NZ Police and Ministry of Transport, and which it decides will not unreasonably impeding traffic.</p>

RECOMMENDATIONS

That Council agrees that the proposed event, the ANZAC Parade, will not impede traffic unreasonably

AND

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

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. The Local Government Act 1974 Section 342 does not require consultation.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes. This parade supports this policy function.

FINANCIAL IMPLICATIONS

None.

BACKGROUND

The Local Government Act 1974 Section 342 allows Council to close a road for an event after consultation with the NZ Police and Ministry of Transport, and which it decides will not unreasonably impeding traffic. Consultation with the public under this legislation is not required.

Council has received a request for a temporary road closure of the following streets for the events listed:

Street	Date	Times	Event Name
Gala Street – Dee to Kelvin	Tuesday 25 April 2017	6.00 am to 9.00 am	ANZAC Parade
Victoria Avenue – Dee to Kelvin	Tuesday 25 April 2017	6.00 am to 9.00 am	ANZAC Parade

The NZ Police have been consulted on these proposed closures and have no objection.

The proposed traffic management is the same as has been utilised successfully in the past.

This event will not unreasonably impact traffic.

CONCLUSION

The event is beneficial to the Invercargill community and with well organised traffic management they will not unreasonably impede traffic in these areas.

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

<p>TEVIOT STREET RESERVE SUBMISSIONS ON PROPOSAL TO FREEHOLD LAND</p>
--

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

<p>There were 30 submissions received regarding the proposal to freehold land at Teviot Street Reserve. Two support and 27 oppose the proposal. One neither indicated support or opposition of the proposal. Seven submitters wish to be heard:</p> <ul style="list-style-type: none"> - Christine Shepherd - Pauline McIntosh - Peter Sayers - Raymond Sammons - Rochelle Surendran - Brendon McDermott - Kaye Fraser.
--

RECOMMENDATIONS

A Council resolution is required to either:

- 1. Proceed with removal of the reserve status from Teviot Street Reserve; or**
- 2. Not proceed with the process of removing the reserve status from Teviot Street Reserve.**

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> Yes.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> Parks Strategy.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Public consultation via the Reserves Act 1977 process.

6.	<p><i>Has the Child, Youth and Family Friendly Policy been considered?</i></p> <p>Yes, a playground is sited within 500 metres of the Teviot Street Reserve.</p>
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FINANCIAL IMPLICATIONS

Nil.

TEVIOT STREET RESERVE – PROPOSAL TO FREEHOLD LAND

There were 30 submissions received regarding the proposal to freehold land at Teviot Street Reserve. Two support and 27 oppose the proposal. One neither indicated support or opposition of the proposal. Seven wish to be heard.

A summary of the submissions is as follows:

Submissions in Support

- Donna Hotop -
Plenty of other park areas in the suburb. Even more derelict properties. Should be sold, subdivided and utilised for new housing development.
- Noreen McLoughlin -
Great idea - land is under utilised.

Submissions in Opposition

- Anne McRandle -
There is a need for green open areas. Develop the used vacant areas on Conon Street, tidy and develop this area before taking green areas already in use.
- Bill McRandle -
We need our green space.
- Christine Shepherd (***wishes to be heard***) -
Is against the Reserve being hired off to a developer for the purposes of building houses and make a profit. Relates the green space to the May 2015 advert where it is noted even though the playground equipment could be removed the Park will be maintained as green space for recreation - leave the green space alone.
- Steve and Deb Shirley -
Reserve was a contributing factor in purchasing the property. Used for many activities over the years. Used as thoroughfare from Teviot to Etrick Streets. Safe – away from the main traffic flow. Recommends a small fence be put up around the reserve to stop boy racers turfing it up. Keeps community fit and healthy.
- Emily Kennedy -
Used by community for different things. Provides a facility for youth that are interested in boxing.
- Forde McLachlan -
Can be used for future generations for the boxing gym. Leave us in peace and let us live our lives in green. Don't want it industrial.

- Gillian Poplur -
Reserve features provide a mental and physical health need. House owners looking onto the park probably bought it because of the park and expect that view to stay. If it goes it could change the selling price of their homes.
- Gabrielle Crighton-Gray -
Actively used by the community for a boxing gym that supports the younger members of the society.
- Heath Newcombe -
Have witnessed the reserve being used regularly. Any developer is not coming here to make community better or tidier. We are striving for clean and green New Zealand, we can afford to and it's our moral duty to lead the country and do everything to preserve green space for the future for all. Makes no sense to be stripping our communities of green spaces. Should be known as the green city and be proud of what we have and protect it.
- Jenny Campbell -
At a time when families and children in particular are being encouraged to get involved in outdoor activities, keep fit, enjoy areas close to home and gather with others in the local neighbourhood, it seems totally inappropriate to sell this community facility. Listen to the local people and their desire to retain the open space as a community space for the good of themselves as well as future residents. Ideas for future possibilities are noted.
- John Kollat -
As a member of the boxing club that uses the hall and grounds three times a week it would be a shame to have status revoked as a Reserve.
- Jamie McLachlan -
When I'm bored I have a field to play on and kick a ball around or throw a frisbee.
- RK Cook -
Further loss of Reserve land in the south of Invercargill is to be avoided. Open space set aside for public use is one of the positives the City has in its favour. Doubts the capability of the Ettrick Street/Teviot Street infrastructure will cope with the likely housing density of any subsequent 'development'.
- Kaye Fraser (**wishes to be heard**)
Never thought a reserve that was gifted 140 years ago by the government would ever be lifted. Why should Council give away a green space to the government to decide what will happen to it with no profit for the Council on the selling of the land. Reserve has been used every week. As per the Council's vision this reserve supports a safe, caring and friendly City, offering lifestyles based on a healthy environment. Asks that you leave reserve status for the community to decide and use as it was intended – sports recreation. Has worked with the community, coming up with better ideas for using the reserve, which would better the enjoyment of the residents.
- Kaye Fraser, on behalf of the community of the Reserve -
Community have been working together in saving the Reserve. Have noted reasons how the Reserve is important to them. Community has realised not to take Reserve for granted and they all want the same thing – a Reserve for the future for all of the community. Based on Council's vision – to take away the Reserve goes against what you stand for. Make the Reserve better and have a use for it for the community designed by the community for the betterment and wellbeing of all, as your vision states.

- Maria Grace -
Suggests more information should be provided as a reason for selling (that such proposals come equipped with thorough, well explained plans of:
 - * What exactly is to be built;
 - * Whom for;
 - * By whom; and
 - * What alternatives will be set up for the public that will alleviate the loss of a reserve).
 Does not want it subdivided.
- Nakaysha Fraser
- Natalia -
Great place to kick a ball, have a BBQ or a picnic.
- Neville Neems -
Green space gives ongoing sense of peace and opportunity for our communities to unite in recreation, practise, and rehearsal and to gather socially. Teviot St Reserve belongs to the people of Invercargill by way of a gift that keeps on giving. It should not belong to a single identity for personal profit. Invest these proposed energies into the built environment to facilitate profit.
- Niamh Shirley -
Already being actively used by the community as a boxing gym.
- Pam McCarthy -
Lived opposite the Reserve for nearly 12 years and used it many times with children as they were growing up. Sea birds use it as a safe haven. Want to play with grandchildren on it as it is a safe haven - no busy roads. Once Reserve is gone you cannot get it back.
- Pauline McIntosh (**wishes to be heard**) -
This Reserve has been used for generations by locals for pleasure such as family/ neighbour fun sports/activities and family/neighbour picnics/BBQ's can at present use this Reserve to encourage neighbourhood friendly interaction. Why shouldn't locals continue to enjoy this amenity for many generations into the future? Keep the reserves in this area and encourage Appleby to be returned as a suburb that is once again the pride of the City.
- Peter Sayers (**wishes to be heard**) -
Park was one of the reasons he originally purchased the property. Used extensively by family groups. Two fitness groups using the hall. Safe haven for gulls. People use it as a thoroughfare walking to town. Every 5th November groups use the Reserve as a place to let off fireworks.
- Raymond Sammons (**wishes to be heard**) -
Lived in the area for 30 years and used the Reserve from time to time. If lose Reserve status and it's opened up for development, it would detract from the charm and desirability of the area.
- Rochelle Surendran (**wishes to be heard**) -
Teviot Street Reserve holds great value for our community. Neighbours and community members have identified a range of ways the Reserve could be developed to provide more benefit to the community. Does not believe that residents of Invercargill will benefit from selling the Reserve.
- South Alive Trust Housing Action Group -
Recommends the following:

- * That ICC facilitate discussions between developers and current owners of vacant sections with a view to filling in the spaces where empty plots exist.
 - * That ICC facilitate discussions between developers and current owners of derelict properties with a view to building on those properties with modern either single or multiple residences.
 - * That those discussions include an opportunity to waive some fees.
 - * That ICC Parks and Reserves review their plans of revocation of some existing green spaces until an extrapolation of population potential in the current and possible gaps in existing suburbs has taken place.
 - * That in the debate on this and other submissions, Council takes into account and measures the intent of the proposal against the stated contributions and purposes of Parks to our city as stated in the Strategic Plan of Parks and Reserves and quoted in paragraphs 16/17 of this submission.
- Sport Southland (***Brendon McDermott wishes to be heard***) -
 Feel there is little value in revoking the reserve status, whereas there is immense value in retaining it for the community. Sport Southland is willing to support and work alongside the community should there be ideas or initiatives relating to physical activity to develop within the Reserve. South Invercargill is an area we have identified to work closely with in the coming years in the area of sport, recreation and physical activity, and for the reasons identified above we are strongly opposed to the proposal to revoke the reserve status of Teviot Street Reserve. To take away this space is to take away a well-used area, a space where children can have a safe environment to play and where adults can be active without needing to go too far from home; it would remove opportunities for free physical activity – which are crucial to areas such as this – and takes away a key part of this community.

Submission Which Neither Supports Nor Opposes

- Tao Huang
 Sell east third for housing development, keep middle third for community garden/school plant education base, keep west third for children’s playground and community recreation.

A full copy of the Submissions is annexed to this report as ***Appendix 1***.

The submission process was to identify the public interest in the possibility of removing the reserve status from this area of underutilised land in line with the Parks Strategy. This is the first step to gauge public response and if Council does decide to proceed, then approval from the Minister of Conservation would need to be requested. If Ministerial approval is given, then the disposal method would be considered however, no disposal or development use has been considered to date.

The current cost to maintain the area is in excess of \$7,000.00 per year.

In response to comments made, there is no existing play equipment on the Teviot Street Reserve but there is a well-stocked play area at Etrick Street Reserve which is 160 metres away. The Parks Strategy notes it is desirable to have these Reserves within 500 meters of urban residences.

The area has been badly vandalised in the past by motor vehicles taking a short cut across the Reserve.

Although better use of the Reserve has been suggested, there have been no examples given. It is stated that the Reserve is currently well used based on anecdotal feedback from local residents but there is very little evidence of this to date. The last formal usage of the

Reserve was in the 1960s when the Queens Park Association Football Club used the area before moving to Turnbull Thomson Park.

CONCLUSION

In light of the public support for retention of the area as a Reserve, consideration should be given to retain it in its present status pending the community's viable options for future use.

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Donna Holop
Address: 239 Chinan St
Invercargill
Phone: n/a

Submission:

I ~~support/oppose~~ (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I ~~do not~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

- there are plenty of other park areas in the suburbs
- there are even more derelict properties
- it may as well be sold, sub divided and utilized for new housing development to raise the standard of the area

(Use extra paper if required)

Signed: 

Date: 23/1/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED
17 JAN 2017

16 JAN 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

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Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Noreen M^cLoughlin
Address: 1/102 Teviot Street
Apapa, Invercargill
Phone: 027 200 9163

Submission:

I support/endorse (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
 I do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
I think this is a great idea. I have only lived at this address
for the last 3 months since purchasing my property and in that short
space of time have observed that this land is under utilised. Thanks
for the notification and opportunity to respond.

All the best
Noreen M^cLoughlin

(Use extra paper if required)

Signed: N. M^cLoughlin

Date: 16/03/2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



PROPOSAL TO FREEHOLD LAND AT TEVIOT STREET RESERVE

Notice is given pursuant to Section 24(1)(b) of the Reserves Act 1977 that the Invercargill City Council as administering body of Teviot Street Reserve proposes that the reserve as more particularly identified as 1.2141ha, being Section 4-9 and Section 14-19 Block XL Town of Invercargill, be revoked. The reason for the proposed revocation is to freehold the land for the purposes of sale.

You are invited under Section 24(1)(b) of the Reserves Act 1977 to lodge written submissions on the proposal.

Please forward your submission to the Parks Manager, Invercargill City Council, Private Bag 90104, Invercargill 9840. Submissions must be received by the Parks Manager by **4.00pm Friday, 3 March, 2017.**



SCANNED

02 MAR 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: **Parke Manager** Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
 Private Bag 90104 Email: parks@icc.govt.nz
 Invercargill 9840

Submitter's details:

Name: Anne McRandle
 Address: 29 Henderson St.
Invercargill
 Phone: 03. 2166943

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

This is one of the few sections of green
in this area which we use. There is
a need for green open areas.

its develop the used vacant areas
off Condon St, Tidy and develop this
area before taking green area already
in use.

(Use extra paper if required)

Signed: E. A. McRandle

Date: 2 March 2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

Submission form

02 MAR 2017

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager
Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: BILL McRANDLE
Address: 29 HENDERSON ST
INVERCARGILL
Phone: 03 2166943

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

AS OUR FOREFATHERS KNEW. WE NEED
OUR GREEN SPACE. THEY PROVIDED IT
WE KEEP IT !!!

(Use extra paper if required)

Signed: Wm McRandle

Date: 2-3-17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



RECEIVED
03/03/17
Dm 14:51

I am against the TEVIOT STREET RESERVE being 'hived-off' to a developer for the purposes of building houses and to make of course a nice tidy neat little profit. I would suggest that there are quite a few empty sections in the Appleby area that could be built on if a developer was really keen, but being surrounded by places that could do with being pushed over, the same tidy little profit couldn't be made as could be, from building on the TEVIOT STREET RESERVE.

I believe that the TEVIOT STREET RESERVE is Endowment land and was gifted by I do not know whom (maybe someone with the SURNAME of TEVIOT?) way back in the era of the OTAGO/Southland Provincial Council.

The donor of the land obviously intended for it to be a Park/Reserve for recreational purposes and I believe that their wishes should be adhered to.

I clearly recall having been down this road before (in the late 1980's-early 1990's) re Endowment land in South Invercargill.

I bet that no-one would be as bold as to go to the council and ask if they could have the TURNBULL THOMSON Park on which to build houses, so why should anyone think that the council and the people of Invercargill should just Roll-OVER re the TEVIOT STREET RESERVE.

03/03/17
DM 145

I have enclosed a 'copy' of a May 2015 item in the newspaper in which the council proposes disestablishing various playground areas in the city.

Removing the playground equipment but leaving the Green Space.

Well - isn't that just what the Teviot Street Reserve is!

A Green Space. Leave it Alone !!

b. G. Shepherd

91 THORNHILL STREET

Rockdale

Invercargill. 9812.

May 2015
Changing use
of open spaces

Invercargill City has a large and well-distributed parks network. Over time, 81 playgrounds have been established to provide recreational opportunities for the residents and visitors.

Some parts of the city have relatively low provision of playgrounds in the local neighbourhood, while other parts of the city have a large number of playgrounds.

We are proposing to provide better playground equipment in areas of need and rationalise the number of playgrounds where there are overlaps with playgrounds provided at schools, or where a number of playgrounds are close together.

It is proposed to disestablish 25 playgrounds over the next 20 years. Disestablishment will involve removing the playground equipment from the park. Although the playground equipment will be removed, the park will be maintained as green space for recreation.

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

06 MAR 2017

SCANNED

You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager
Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: Steve and Deb Shirley
Address: 203 Etrick St
Invercargill
Phone: 03 218 2405 or 0274620908

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

We wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
We oppose the proposal to revoke the Reserve Status on The Teviot St Reserve. We live at 203 Etrick St which is one of the properties on the south side of the Reserve. We bought our property 22 years ago and the reserve was a huge contributing factor in us purchasing this property due to the fact we had that nice open view + park like settings from our property and understood that we would not be built out. We encourage we preserve our beautiful green spaces as that is one of Invercargill's great assets. Over the years we have seen how precious this green space is with many different activities taking place on this sports field. It is used for many activities. In more recent times we have had the pleasure of watching the Stags rugby trainings, YMCA activities, Boxing Gym activities, training, Frisby games, Groups kicking soccer balls around in all sorts of weather, Families flying kites, Owner's their dogs exercising. Please don't take this away from our Community. It is also used as a pedestrian access from Teviot to Etrick Street. This reserve is one of the safer reserves as it is away from the main traffic flow which is safer (Use extra paper if required) for everyone. This reserve is keeping our community fit + healthy. Our Community is very protective of this reserve + we have had issues with boy racers turfing it up. We would recommend that a small fence be put up around the reserve if the reserve status stays to protect our park.

Signed: [Signature]

Date: 2 March 2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

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Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: Emily Kennedy
Address: 58 Clearwater Road RD11
Phone: 02108121860

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

The Teviot Street Reserve is an area that has been used by the people of the community for many different things. It provides a facilitator for the youth that are interested in boxing. This keeps the youth and other members engaged and creates a hobby for them that and without this hobby they could be damaging other property that is owned by the council.

(Use extra paper if required)

Signed: ER Kennedy

Date: 30.01.17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



06 MAR 2017

SCANNED
Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

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Please send your ideas and comments to the: Parks Manager
Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: Eade McLachlan
Address: 235 Ellickick Street
Phone: 214 7774

Submission:

I support / oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
 do / do not (delete one) wish to be heard in support of my submission * This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
I think this Reserve can be used in future generations for
The having gym, kids and teens like me and playing games out
here. This is a important Price of the community. If this is
turn into a industrial area the People around here would be
even trying to sell the homes to live somewhere
else. would be impossible with a plant factory in our
front yard. There we may be the first reserve to be a
industrial zone but think about us, we are New Zealand
a place of green not a place of brown. So please leave
us alone and let us live in peace. I know that you
could make money out of this place you can't make
money out of us so I ask you ^{to} please leave us in peace
and let us live our lives in green.

(Use extra paper if required)

Signed: 

Date: 15/02/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

23 FEB 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

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Please send your ideas and comments to the:
 Parks Manager Ph: 03 219 9070
 Invercargill City Council Fax: 03 217 5358
 Private Bag 90104 Email: parks@icc.govt.nz
 Invercargill 9840

Submitter's details:

Name: G Poplar (Grillian)
 Address: 2/158 Conon St, Appleby
Invercargill
 Phone: 03 218 2570

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
~~I do/do not~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

- * The reserve offers a space in which children and families can play. Space is a mental health need.
- * Plant greenery is peaceful and soothing - an enhancer of mental health.
- * Plant greenery produces oxygen - an enhancer of physical & mental health. The greater the greenery the greater the oxygen.
- * House owners looking onto the park probably bought because of the park and expect that view to stay. If it goes it could change the selling price of their homes detrimentally.
- Unhealthy citizens would cost the city a lot of money.
- * Invercargill has a great name as a city with many parks and therefore many more chances of its citizens remaining healthy

(Use extra paper if required)

Signed: Gill Poplar

Date: 22/02/2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

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Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Gabrielle Crighton-Gray
Address: 242 Fairweather Road
Invercargill
Phone: 02108396324

Submission:

I support/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
The Teviot Reserve is actively used by the community for a boxing gym that supports the younger members of society. Without this area we would have to try find a new suitable gym, which could be unsuccessful and then all the members of the gym unfairly lose there gym.

(Use extra paper if required)

Signed G Crighton

Date 30-1-2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Tiviot st reserve submission
Heath Newcombe 215 Etrick st

I have live in Etrick st for 11 years now and one of the main features when buying her was the green space and the fact that I thought the land would never be able to be developed as it was a reserve and preserved for generations to come .

My first point would be that I have witnessed the reserve being used regularly and by meany people and groups and individuals,there are always young people kicking a ball around or flying a kite ,many people try to tell me they never see any one there but there not here and only fly past at odd times, those of us that live here see people using it al the time .

My second point is that any developer is not coming here to make our community better or tidier if they wanted to do that then they could start with the 15 odd empty sections in immediate area and I do not believe that it's right to develop a reserve so a developer can make some money when we are not short of land to develop and we don't have a housing shortage so why would we act desperate and carve up reserve land when we are the city in than can afford green spaces, we can hold our heads high and say yes we preserve green space and we are striving for clean and green New Zealand ,we can afford to and it's our moral duty to lead the country and do every thing to preserve green space for the future for all!

At this point in time it makes no sense to be striping our community's of green spaces and we must not let them go so please vote no to selling our green space and the next space they want to sell off ones we let them take our green away it can never be returned and we are forced to view concrete and iron for the rest of time ,we should be known as a green city and be proud of what we have and protect it

Submission re Teviot St Reserve

To

ICC members & Parks Dept staff

101 Est St.

Invercargill 9840

service@icc.govt.nz

From

Jenny Campbell

Box 71

Mossburn 9747

jennycam@xtra.co.nz

03- 248- 6398

027 351 0180

To Whom it May Concern

As an ICC ratepayer I am very concerned about the loss of green space in the city and in particular the proposed sale of Teviot St Reserve.

At a time when families and children in particular are being encouraged to get involved in outdoor activities, keep fit, enjoy areas close to home and gather with others in the local neighbourhood, it seems totally inappropriate to sell this community facility.

It is obvious the people close to this resource and green space utilise it frequently for games, quiet times of reflection, community gatherings, meeting up with neighbours, having free time as children in a safe place close to home, and just generally have fun there.

It has all sorts of future possibilities as well as outlined by the residents themselves and the potential is endless. It is significant that the residents want to make these decisions. It augurs well for the positive future of the Teviot St Reserve.

Planting natives to increase birdlife in the area, growing a community vegetable garden, installing other sport and play equipment, providing seating for relaxation, reading and reflection as well as chatting to others and while watching children play, are all possibilities.

I urge you to listen to the local people and their desire to retain the open space as a community space for the good of themselves as well as future residents.

Kia kaha. He iti, he pounamu. It may be small but it is precious.

Rangimarie,

Jenny Campbell

SCANNED

06 MAR 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

You are invited under s 24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: John Kollat
Address: 279 Talbot Invercargill
Phone: 2173508

Submission:

I ~~support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

As a member of the 30 strong
boxing club that use both the
hall and grounds on Teviot st
reserve, 3 times a week I feel
It would be a shame to have
the status revoked as a reserve

(Use extra paper if required)

Signed: JK Kollat

Date: 25/1/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

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Teviot Street Reserve**

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Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Jamie McLeichlan
Address: 223 Etrick Street
Phone: 027 704 6709

Submission:

I support ~~oppose~~ (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do ~~do not~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

~~Please~~ Please ~~do not~~ ^{not} Live The
Reserve because When I'm based
I have a field to play on
and kick a ball around or throw
a frizbee

(Use extra paper if required)

Signed: Jamie

Date: 23/2/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017





Submission form

PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve

~~You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.~~

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 Invercargill City Council Fax: 03 217 5358

Private Bag 90104 Email: parks@icc.govt.nz
 Invercargill 9840

Submitter's details:

Name: R.K. Cook
 Address: 230 Crawford Street
 Glengarry

Phone: 021 2335788

Submission:

I oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

With the loss of public use of a large part of the Elles Road Town belt, further loss of reserve land in the south of Invercargill is to be avoided. Invercargill is fortunate in having so much open space set aside for public use. It is one of the positives the City has in its favour!.

I also seriously doubt the capability of the Ettrick Street / Teviot Street infrastructure to cope with the likely housing density of any subsequent "development."

(Note for future public submissions) It would be helpful if forms were offered in .doc format rather than pdf.

(Use extra paper if required)

Signed:

Date:

31/1/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017

SCANNED

06 MAR 2017

Submission form

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Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Kaye Fraser
Address: 223 Ethrick St
Invercargill
Phone: 027 704 6709

Submission:

I ~~support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I ~~do/don't~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

I brought my first home 18 months ago and the biggest thing that I loved about the house was a reserve for me & my 4 young children to play - this is a safe area for them to kick a ball and keep active a bonus for a full time working Mum I never thought a reserve that was gifted 140 yrs ago by the government would ever be lifted, if you lift it the reserve it will have to go back to the government for disposal - Sale, why should the Council give away a green space to the government to decide what will happen to it. No profit for the Council on the selling of the land I have seen as well as my self the reserved used every week - Boxing every week night and my children 2-3 times a week also the Southland Stags have even been here a number of times, Please consider the community PTO

Signed: [Signature]

Date: 1/3/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



That you are stripping this green space from,
We have come together to ~~ask~~ that you
leave the reserve status in place and I
have actively been working with all members
in coming up with better ideas to use
the reserve for the purpose it was intended
for - That being the betterment & enjoyment
of the residents of the community.

as per the Council's Vision this reserve
supports a safe Caring & Friendly City,
offering life styles based on a healthy environment
I ~~ask~~ that you leave the reserve status
for the community to decide and use
as it was intended - sports recreation.

06 MAR 2017

SCANNED

①

- Teviot Street Reserve
- from the community of the Reserve

The Reserve is a safe place for the community to be active and encourages a healthy life style

- The community have been working together in saving the reserve and at the first of 2 meetings here is some of the reasons that the reserve was important to us

Having a space to play
This is where we keep fit

- The reserve has been here for generations and should remain here for the next generations

I get to kick a ball around
Recreation

Athletes train here they represent Southland at competitions

- The Green space
It's a free open space for families

- This process has inspired the community not to take the reserve for granted and meant we have an ongoing consultation process around the use of the reserve we are now working through how this might look when the reserve is saved, the involvement of the community is what we have asked for and the community has responded in numbers as we all want the same thing a reserve for the future of all of the community

(2)

The Council's Vision is

"To create an exciting, innovative, safe Caring and friendly city offering lifestyles based on a healthy environment and a diverse and growing economy"

Based on your own vision to take away the reserve goes against what you stand for.

Make the reserve better and have a use for it for the community designed by the community for the betterment and wellbeing of all, as your vision states.

Thank you for our community

Kaye Fraser
Spoke person.



Cassandra Scobie

From: Maria Grace <maria.9race@gmail.com>
Sent: Tuesday, 24 January 2017 9:37 p.m.
To: Parks.Reserves
Subject: public submission: Teviot street reserve: proposed revocation of reserve status

To whom it may concern,

I have lived on Ness street since October 2016 and have already come to appreciate the "green belts" surrounding Appleby: the dog park, the rugby field, the children's playground, the trees. I am a regular user of those areas and see them as a lovely asset to the neighbourhood.

Last week it was brought to my attention that Teviot street reserve is under consideration to be sold off and re-zoned.

Now, I am not, personally, a user of the Teviot street reserve. With two preschool-aged children you can see me much more frequently at the Ettrick street playground and walking along the Ness street reserves.

However: I do understand that most reserves only get subdivided once - once they're gone, they're gone - so I am not a fan of reserves sold unless there is a good, solid reason for doing so and valuable alternatives are set up in exchange.

I am yet to understand what, exactly, is the proposed plan for the Teviot reserve. I have been told that a developer is interested in putting in residential lots and it is the driving force behind the re-zoning.

If true, that doesn't constitute a strong enough of a reason to sell off and develop the land. Public reserves are there for the interest and the good of the public. Appleby has such a large number of empty residential lots that forgoing a reserve in order to divide it into 16 residential properties - from what I can gather on the map attached to the plan, anyway - it only loses a valuable piece of public land in an area that has no shortage of empty residential lots that could've been used instead, so from me, personally, it is a strong no to the plan of subdividing.

I am, however, interested in hearing more and suggest that in the future, if any other public reserves are proposed for selling off, rather than saying what has essentially been said here - that the land is proposed to be sold off, but hasn't been specified what FOR - that such proposals come equipped with thorough, well explained plans of * what exactly is to be built, * whom for, * by whom, and * what alternatives will be set up for the public that will alleviate the loss of a reserve.

Until then, I suggest Teviot street reserve remains as a public reserve.

Thank you.

With regards,
Name: Maria Grace
Address: 115 Ness street
Phone: 021 036 70 84

I OPPOSE the proposal to revoke reserve status on Teviot street reserve.
I HAVE NO PREFERENCE as to being heard in support of my submission.

06 MAR 2017

SCANNED

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

You are invited under s 24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager
Invercargill City Council Ph: 03 219 9070
Private Bag 90104 Fax: 03 217 5358
Invercargill 9840 Email: parks@icc.govt.nz

Submitter's details:

Name: Nakaysha Fraser
Address: 223 Ethick Street
Invercargill
Phone: 4 yrs old

Submission:

I ~~support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I ~~do~~/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

[Large scribbled-out area covering the main comment section]

Nakaysha Does not want the reserve to be sold.
Nakaysha said her picture is of the reserve with a water play park
Signed: _____ Date: 23/2/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



06 MAR 2017

SCANNED

Submission form

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Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: Natalia
Address: 223 Ethelbert Street
Phone: 2167224

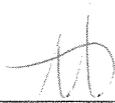
Submission:

I support ~~oppose~~ (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do ~~do not~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
~~It~~ ~~&~~ please don't ~~sell~~ ~~sell~~ the Teviot Street Reserve
~~because~~ because it is a great place to kick a
~~soccer~~ soccer ball or a rugby ball or it is a great
place to have BBQ or a ~~picnic~~ picnic

(Use extra paper if required)

Signed: 

Date: 15/2/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



06 MAR 2017

SCANNED

Submission form

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Teviot Street Reserve**

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Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: NEVILLE NEEMS
Address: 306 ETRICK ST.
Phone: 021 0241 7775

Submission:

I ~~support~~ oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I ~~do~~ do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

THE TEVIOT ST PARK RESERVE MUST REMAIN AS
A BEAUTIFUL CLEAR SPACE FOR THE CONTINUED
ENJOYMENT OF THE PEOPLE OF INVERCARGILL
AND IT BUESTS. THIS QUIET ISLAND OF CLEAN
GREEN TURF GIVES ONGOING SENSE OF PEACE
AND OPPORTUNITY FOR OUR COMMUNITIES TO UNITE
IN RECREATION, PRACTISE, REHEARSAL, AND TO SIMPLY
GATHER FOR SOCIAL REASONS.

INVERCARGILL IS "YOUNG AT HEART" BY WAY OF
21ST CENTURY PROGRESS, ITS THESE SIMPLE
CITY ADDITIONS WHICH BECOME SO ^{much} MORE MEANINGFUL
AS DO THE JEWELS AND THEIR PLACEMENT IN
THE CROWN OF OUR CITIES SPIRIT AS TIME GOES ON
TEVIOT STREET PARK BELONGS TO THE PEOPLE OF
INVERCARGILL BY WAY OF A GIFT - THAT ^{is a paper requirement} KEEPS ON GIVING.
IT SHOULD NOT BELONG TO A SINGLE IDENTITY FOR PERSONAL
PROFIT. INVEST THESE PROPOSED ENERGIES INTO THE
BUILT ENVIRONMENT TO FACILITATE PROFIT

Signed: [Signature]

Date: 10/2/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

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Teviot Street Reserve**

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Please send your ideas and comments to the: Parks Manager
Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: Niamh Shirley
Address: 240 Fairweather Road Invercargill
Phone: 0220937079

Submission:

~~I support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
~~I do~~/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

The teviot street reserve is area that is already been actively used by the community as a boxing gym and other uses. This boxing gym supports new and upcoming invercargill boxing champs. help; keeps youth and hoodlums of the street. And should sold as it would be very inconvent to the people already using the facility. perhaps find another plot of land to sell. something that is not being actively used. Thankyou.

(Use extra paper if required)

Signed: N. Shirley

Date: 30/1/17

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

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Teviot Street Reserve**

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 Invercargill City Council
 Private Bag 90104
 Invercargill 9840

Ph: 03 219 9070
 Fax: 03 217 5358
 Email: parks@icc.govt.nz

Submitter's details:

Name: Ram McCarthy
 Address: 209 Strick Street
Invercargill.
 Phone: 2188893

Submission:

I ~~support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
 I ~~do~~/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

I have lived opposite the Teviot Street Reserve for nearly 12 years. I have used the park many times with my children as they were growing up. Many other families use this reserve as well many sea birds use the reserve as a safe haven if the sea or weather is rough. I do not want to see the status revoked as a reserve as it means a lot of things to many people eg kite flying, cricket games, kicking a football, picnics different clubs also use it. I look forward to playing with my grand children on it as it is a safe area no busy roads. Once a reserve has gone you cannot get it back.

(Use extra paper if required)

Signed: Ram McCarthy

Date: 28/2/2017.

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017





Submission form

PROPOSED REVOCATION OF RESERVE STATUS Teviot Street Reserve

You are invited under s.24(1)(b) Reserves Act 1977 to lodge a written submission on the proposal to revoke reserve status on Section 4-9 and Section 14-19 Block XL Town of Invercargill, known as Teviot Street Reserve.

Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council
Private Bag 90104
Invercargill 9840

Submitter's details:

Name: Pauline McIntosh
Address: 11 Vernon St Kingswell Invercargill 9812
Phone: 0212634069

Submission:

I oppose the proposal to revoke reserve status on Teviot Street Reserve.
I do wish to be heard in support of my submission.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

I wish to submit my opposition to the ICC proposal to revoke the Teviot St Reserve. I am opposed to the council proposal as this reserve has been used for generations of locals for pleasure. As a child, I and many of the local children enjoyed this reserve amenities for our pleasure. The reserve which was given to the city over 140 yrs ago, I ask why shouldn't locals continue to enjoy this amenity for many generations into the future

The justification given to dispose as no organised sport uses this facility these days. The council should give consideration that unorganised family/neighbour fun sport /activity (such as French cricket) will still be using this reserve. Family/neighbour picnics/BBQs can at present use this reserve to encourage neighbourhood friendly interaction.

I am appalled that council could even consider selling this land to a developer of houses etc. Especially as there are plenty of once loved homes within a short distance of the reserve that could be purchased quite cheaply on the private market. A developer in purchasing these homes and rebuilding on site would greatly enhance and encourage pride in this area

Appleby was once the prime suburb in Invercargill with an abundance of families living in this suburb attracted by its very convenient location to most of our cities amenities. Sadly its present demise was due to past self serving narrow

vision city councillors that this changed ICC city planning allowed and encouraging industry in the Nith/Clyde St area of Appleby.

I ask you our present council, to please show you are not a narrow vision council like the past. That instead you are a council that has the foresight to keep the reserves in this area and instead encourage Appleby to be returned as a suburb that is once again the pride of the City.

(Use extra paper if required)

Signed Pauline McIntosh

: Date: 28.02.2017 _____

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

**PROPOSED REVOCATION OF RESERVE STATUS
Teviot Street Reserve**

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Invercargill City Council
Private Bag 90104
Invercargill 9840
Ph: 03 219 9070
Fax: 03 217 5358
Email: parks@icc.govt.nz

Submitter's details:

Name: PETER JOHN SAYERS
Address: 209 FITZGERALD ST
INVERCARGILL
Phone: 2188893 Home Work 2141202

Submission:

I support/~~oppose~~ (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I do/do not (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.

- 1/ This park was one of the reasons I originally purchased the property
- 2/ It is used extensively by family groups + individuals for picnics, Fathers with kids flying kites.
- 3/ There is a few fitness groups using the old second hall.
- 4/ During local weather it is a safe haven for endangered birds
- 5/ As the sections planned are quarter acre sections, how many units will be allowed
- 6/ Every 5th November large family groups use the reserve as a "SAFE" place to let off fireworks
- 6/ It is also a good shortcut for folks walking to town

(Use extra paper if required)

Signed: _____

Date: _____

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



SCANNED

06 MAR 2017

Submission form

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Please send your ideas and comments to the: Parks Manager Ph: 03 219 9070
Invercargill City Council Fax: 03 217 5358
Private Bag 90104 Email: parks@icc.govt.nz
Invercargill 9840

Submitter's details:

Name: RAYMOND FRANCIS SAMMONS
Address: 3181 FARN ST
INO
Phone: 0211142581

Submission:

I ~~support~~/oppose (delete one) the proposal to revoke reserve status on Teviot Street Reserve.
I ~~do~~/~~do not~~ (delete one) wish to be heard in support of my submission.* This means you wish to speak further on your submission at the Council meeting.

Comments:

I wish to make the following submission on the revocation of reserve status on Teviot Street Reserve.
I have lived in the area for 30 years, and
use the Reserve from time to time. I have
watched the use of the Reserve by families, and
individuals increase over those years.
It would be a shame to have the Reserve
lose its Reserve status, (we need Reserves)
and opened up for development. It would
decrease from the charm, and desirability
of the area.

(Use extra paper if required)

Signed: [Signature]

Date: 27-1-2017

Please return this form to the Parks Manager by
4.00pm Friday, 3 March, 2017



Cassandra Scobie

From: Rochelle Surendran <rochellesurendran@gmail.com>
Sent: Friday, 3 March 2017 4:05 p.m.
To: Parks.Reserves
Subject: Teviot Street Reserve

Dear Parks Manager,

I oppose the proposal to revoke reserve status on the Teviot Street Reserve.

I wish to be heard in support of my submission.

I wish to make the following submission:

The Teviot Street Reserve holds great value for our community. From my conversation with neighbours and members of the community I understand that it is used for unstructured recreational activities and is a treasured resource. In recent meetings I attended, neighbours and interested members of the community identified a range of ways that the Reserve could be developed to provide even more benefit to the community. This included looking at installing a BBQ / picnic area, planting edible trees, and creating an entrepreneurial community space. I believe the Council should support a public engagement process to identify innovative, regenerative uses for the Reserve.

I do not believe that the residents of Invercargill stand to benefit from selling off this significant community site.

Nga mihi,
Rochelle Surendran

**Proposed Revocation of Reserve Status
Teviot St Reserve**

To: Parks Manager
Invercargill City Council
Private Bag 90104
Invercargill 9840

e-mail: parks@icc.govt.nz

Submitter's Details:

South Alive Trust Housing Action Group
c/- The Convenor Margaret G Cook
230 Crawford St
Invercargill 9810

phone: 021 022 12120

e-mail: margaret@thecooks.net.nz

Submission:

We oppose the proposal to revoke reserve status on Teviot St Reserve.
We do not wish to be heard in support of our submission

General Comments

1. The green spaces in Invercargill reflect the wonderful foresight of the city planners over the past 160 years, spaces which are enjoyed by all our residents and visitors alike, through both formal and informal activities. The South Alive Housing Action Group (SAHAG) wishes to acknowledge the work of the Invercargill City Council (ICC) Parks & Reserves staff in further developing and maintaining these green spaces.
2. It is our understanding that the department's very laudable goal is to have accessible green spaces available within 50 metres of every residential property. It is acknowledged that in some parts of the city this goal is already surpassed: thus was developed the long term plan to revoke some green spaces seen as surplus to that goal and further, to freehold that land for the purpose of sale.
3. The area under discussion is the Teviot St Reserve. Residents in that neighbourhood will no doubt write of the value of the park to their families, that it was integral to their decision to live in that part of the city, and of the multiple uses made of that particular park. The SAHAG would endorse such comments.

Specific Comments

4. SAHAG as part of the community driven South Alive Trust wishes to present a wider perspective.
5. Since the first South Alive public meeting in April 2012 our group has become very familiar with the 9812 postcode area, which is the community we serve. At that time, residents expressed deep concern about the reputation of South Invercargill as *not* being an area in which to invest by buying property. It was recognised anecdotally that real estate agents steered their clients away from South Invercargill at that time. This concern was one of the top three noted where urgent change was sought.
6. The SAHAG was created and accepted the challenge, albeit with no funding and no legal status. Undaunted however a partnership was formed with the ICC Environment Health Directorate. The initial areas of challenge to up-grade the area cited by the meeting attendees were vacant untidy sections, dilapidated occupied houses and derelict unoccupied dwellings. Change has happened.
7. Our Directorate partner now has a programme focused on vacant sections, encouraging owners to keep them tidy to prevent fire risk from dry vegetation in the summer, removing the temptations from others to deposit rubbish thereon and removing potential habitat for rats and mice.
8. Whilst this is an Invercargill-wide programme South Invercargill residents in particular have noticed and have commented favourably. Noticeable also is the increase in property sales in the area.
9. An even deeper concern expressed at that 2012 meeting was the high number of derelict empty houses, again being potential fire risks, attracting rubbish dumping, as well as rats, mice and squatters.
10. The Directorate acknowledged this challenge as well. It is not as straightforward as just cutting grass however. Demolition requires a few more legal steps. To its credit the Directorate has shown a willingness to take those steps, the first being to identify such properties. That has been done: a register now exists. The Directorate has determined that it has the capacity to demolish five such dwellings per year and to date is on track to achieve that. Thus the vision of the SAHAG of '*Diverse housing in attractive suburbs that evokes safety, health and neighbourliness*' is becoming a reality.
11. All this activity has identified sections dotted throughout all the suburbs that have the potential for development. The Southland Regional Development Strategy (SoRDS) as one of its goals, has expressed the desire to raise population numbers by 10,000 by 2025. This is an admirable goal. It is acknowledged that those people will need to live somewhere, and make the assumption that more than half (say 6,600) may choose Invercargill city. Simple maths would say that with an average of 3 persons per

household about 2,200 properties will be needed to house these extras over the next eight years, say 275 per year. Broken down like that it is not unrealistic, especially if the current empty sections throughout the city can be subdivided into two , three or even four units on one site. Using these numbers, finding the necessary 138 sections in year one is do-able and would give time for a re-think of the green spaces. The challenge would come from around years three to eight, but again other issues would come into play when thinking of proportions of greenspaces to population so that revocation may not be necessary to achieve ratio goals.

12. Subdivision of the Teviot St Reserve plan as currently drawn, indicates the possibility of attracting between eleven and forty-four units over the eleven sections, not including the existing scout hall. It has been suggested to our group that current infrastructure (water/sewerage pipes, power) in both Teviot and Ettrick Streets could not support such growth without major re-development.
13. One new house or duplex in the gaps in existing suburbs would be easily accommodated as far as infrastructure is concerned.
14. We note that the current strategy of ICC Parks & Reserves is intended to cover a planning period of 10 years (to 2023), with a review to reflect actual growth and community needs/expectations in five years (to 2018). That timetable ties in nicely with the comments in paragraph 11 above. One has to read the whole document though, before the Teviot St Reserve is mentioned. It is listed in the Sports category on page 66, but to understand what that means the reader has to go back to clause 4.2.7 headed Sports Parks which states:

Invercargill has a good provision of Sports Parks, sufficient to keep pace with demand for the foreseeable future. No further acquisition of Sports Parks is required during the useful life of this strategy (10 years).

15. It is interesting to note that the list of sites within the strategy that could be considered for disposal does not include the Teviot St Reserve. (Clause 4.3 page 51)
16. It was felt useful to quote from the current plan under the heading of

How Parks Contribute to the Delivery of Community Outcomes

' Parks provision is an essential component of achieving the well-being of the community as identified in the Long Term Plan (LTP). Specific outcomes and how parks contribute include: Southland is a great place to live

- Parks are essential community facilities that provide venues for organised and informal recreation and events, and add to the attractiveness of the city for raising families.

Safe places in a caring society that is free from crime

- Parks provide spaces for young people and families to recreate and for neighbours to congregate, increasing social cohesion in communities.

We are healthy people

- Parks, sports fields, playgrounds and walkways are important venues for encouraging healthy living and recreation pursuits. A treasured environment which we care for and which supports us now and into the future
- Parks provide "green lungs" and help protect waterways and indigenous flora and fauna.
- Parks contribute significantly to the city's landscape, mitigating the adverse visual effects of urban development.' (*Underlining added*)

17. Further under the heading **Parks Purpose**

'Parks are provided by Council to deliver a range of benefits including:

- Open space within urban areas. • Visual relief from the built environment.
- Beautification and amenity enhancement. • Opportunities for recreation and sport.
- Protection of the natural environment. • Habitat for wildlife. • Community pride.
- Children's play. • Conservation of cultural heritage.

These benefits are believed to enhance the community's health and well-being. Due to limited commercial opportunity, the private sector will not provide a comprehensive range of parks and parks activities. Therefore provision by Council, as a public good, is required.'

Conclusion.

18. To future-proof the city to accommodate the extra residents identified by SoRDS, properties will need to be found. Existing vacant sections are available for development now without selling off existing green spaces. Further sections will be available after demolition of derelict properties takes place. All these sections will have access to utilities without further development.
19. Increased population will change the current ratio of population per square metre of green space to be more in keeping with that required in the long term plans thereby not requiring green spaces to be revoked.
20. Whilst it is acknowledged that current and potential gaps in existing suburbs would not be enough to absorb all of the proposed growth, SAHAG believes that a managed development programme over the timeframe should focus in the first instance on those gaps and that a review of the revocation of green spaces, in conjunction with the planned 2018 review, take such a programme into account before further action in that regard.

Recommendations:

21. That ICC facilitate discussions between developers and current owners of vacant sections with a view to filling in the spaces where empty plots exist
22. That ICC facilitate discussions between developers and current owners of derelict properties with a view to building on those properties with modern either single or multiple residences.
23. That those discussion include an opportunity to waive some fees
24. That ICC Parks & Reserves review their plans of revocation of some existing green spaces until an extrapolation of population potential in the current and possible gaps in existing suburbs has taken place.
25. That in the debate on this and other submissions, Council takes into account and measures the intent of the proposal against the stated contributions and purposes of parks to our city as stated in the strategic plan of Parks and Reserves and quoted in paragraphs 17 and 18 above.

Thank you for the opportunity to submit on this proposal.

Submission relating to the Proposed Revocation of Reserve Status – Teviot Street Reserve

- Submission from Sport Southland

Sport Southland is a not-for-profit Charitable Trust.

Our vision of Everyone Active Every Day can only be made possible with places, spaces and facilities that enable physical activity to happen.

Teviot Street Reserve is a great example of a well-used space that allows physical activity to happen and Sport Southland opposes the proposal to revoke its reserve status.

Community Use and Desire to Retain Teviot St Reserve

Sport Southland has worked alongside the community in this area in recent weeks. We understand the reserve is a well utilised area – our understanding is based on both anecdotal feedback from local residents, along with photographic evidence.

The Southern Queens Boxing Club and BoxFit have both made a home at Teviot Street Reserve, with upwards of 30 people using indoor and outdoor spaces up to six days a week.

Likewise, children and young people frequent the space, using it as an environment to play.

We also understand that there is a strong level of support to retain the reserve status.

Sport Southland assisted the community in facilitating a community workshop, where 25-30 members of the community attended to discuss the value of the reserve to the community and their dreams and aspirations for this space. From this, ideas have been generated and circulated to get wider community input. Another community engagement session has been planned to investigate ideas further.

A Safe, Healthy Environment for the people of Invercargill

The value of green space and reserves in a community cannot be underestimated and we understand the Teviot Street Reserve is an important space within that community.

Once green space and reserves are lost to a community, it is very rare that it would ever get it back.

The removal of this space removes opportunities for physical activity. It limits the space for kids to go and be kids, kick or throw a ball around, and have fun being active in a social and informal environment, and leaves two boxing clubs with new homes to find.

This is also in line with Council's vision of creating an exciting, innovative, safe, caring and friendly City offering lifestyles based on a healthy environment and diverse growing economy.

Retaining – rather than getting rid of – well-utilised green space, particularly in a community such as Teviot Street – is in line with Council's vision. Lifestyles based on a healthy environment can only be created and maintained with spaces and places that are available to the community.

We acknowledge there are two nearby reserves to Teviot Street, however Etrick Street Reserve is predominantly a playground space, and the reserve on Elles Road is beside a very busy main road – something many parents may consider a barrier when it comes to allowing their children to play, particularly when it comes to kicking balls around. Safety and wellbeing of children is paramount to parents; therefore having a safe, close space where children are able to play is critical.

Evidence to Support Our Submission

We have considered data based on the demographics of the population surrounding Teviot Street Reserve which indicates that, with almost a quarter of the population noted as young adults, this is a population who, in the very near future, will become young families with pre-school and primary-school aged children.

We also note this is an area of high deprivation – with a deprivation score of 10 (1 being least deprived, 10 being most deprived). The Active NZ Survey (2013/2014) states that those in higher deprivation areas are more likely to have a lower income, and have less disposable income to spend on sport and recreation. Facilities and areas, such as public reserves, that offer free access to sport and recreation are crucial in these areas to maintain, and increase, participation in physical activity.

Areas and locations that enable sport and recreation to be undertaken at no cost is a crucial element to continued participation for a large portion of the Southland community.

Further to this, the survey stated that after ‘in a bush or forest’, ‘outdoors at a park or reserve in a town or city’ was identified as the second most popular natural setting for Southland adults to participate in sport or active recreation.

The Sport and Recreation in the Lives of Young New Zealanders – Otago/ Southland Regional profile also shows that ‘mucking around’ makes up a large portion of physical activity in children, particularly in the 5 to 10 age group. Two thirds of kids in Southland spend more than three hours a week playing informal sport/activities – “mucking around”.

By ensuring safe spaces and places are provided for kids to play and be physically active, we are ensuring they build a platform for physical activity to become a habit throughout their adult lives.

Conclusion

We feel there is little value in revoking the reserve status, whereas there is immense value in retaining it for the community.

Sport Southland is willing to support and work alongside the community should there be ideas or initiatives relating to physical activity to develop within the reserve.

South Invercargill is an area we have identified to work closely with in the coming years in the area of sport, recreation and physical activity, and for the reasons identified above we are strongly opposed to the proposal to revoke the reserve status of Teviot Street Reserve.

To take away this space is to take away a well-used area, a space where children can have a safe environment to play and where adults can be active without needing to go too far from home; it would remove opportunities for free physical activity – which are crucial to areas such as this – and takes away a key part of this community.

Cassandra Scobie

From: Tao Huang <TAOHUANG1211@hotmail.com>
Sent: Friday, 27 January 2017 7:13 p.m.
To: Parks.Reserves
Subject: PROPOSED REVOCATION OF RESERVE STATUS Teviot Street Reserve

Dear park management,

Regarding Teviot street reserve, I think there is an optimum solution to satisfy every party. For example, only sell 1/3 of the reserve for house development, maybe the east part of the reserve. And use the middle 1/3 part for community garden/S.I.T. horticulture Lab/ school plant education program base. The west 1/3 reserve is to be kept and improved as a children playground and community recreation harbour. The money gained from the house development and garden/lab program can be invested into the children playground and community recreation harbour, which benefit all the parties.

Thank you.

Tao Huang

162 Teviot street

0223881126

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

APPLICATION FOR TEMPORARY CAMPING PERMIT

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

A request has been received for a temporary camping permit on 29-30 April 2017 at the Waihopai Rowing Club grounds at Sandy Point as part of a 6+6 Adventure Race.

RECOMMENDATIONS

That permission be granted to allow a temporary camp site at the Waihopai Rowing Club grounds at Sandy Point on 29-30 April 2017.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> N/A.
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> As per the Management Plan on Reserves, Council can grant permission.
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> N/A.

FINANCIAL IMPLICATIONS

Nil.

APPLICATION FOR TEMPORARY CAMPING PERMIT

An application has been received to camp overnight as part of a new Adventure Race to be managed by the Southland Triathlon and Multisport Club at Sandy Point.

A copy of the letter of application is annexed hereto as **Appendix 1**.

Council permission is requested for the camp to be held at Sandy Point.

CONCLUSION

The camp is part of the event and will be held within the confines of the Waihopai Rowing Club lease area and so should not inconvenience any other users of the Reserve.

APPLICATION FOR TEMPORARY CAMPING PERMIT

Sandy Point Reserve, Saturday 29th/30th April, 2017

Arrow International 6hr + 6hr Adventure Race,

(managed by the Southland Triathlon and Multisport Club)

The Southland Triathlon and Multisport Club makes application for a Temporary Camping Permit for the above event, based in the vicinity of the Waihopai Rowing Club.

The event involving trekking (running or walking) and mountainbiking with additional short other activities; is in teams for 4 and is scheduled to take place on the above dates.

Teams are encouraged to have a tent base at the above venue, though given the nature of Adventure racing; little time will be spent there over the weekend.

Estimated numbers attending are in the range of 150-200 persons

On Saturday, racing on Stage 1 is between 3.00pm and 9.00pm with a short break before a planned "mystery" additional leg at midnight. Stage 2 commences at 6.00am on Sunday morning, finishing at midday when there will be prizegiving before participants disperse.

Participants are expected from Queenstown Lakes, Otago, Christchurch and the North Island, as well as a strong local contingent.

Additional facilities to cater for the event will include:

- Appropriate numbers of Portaloos, additional potable water and additional portable lighting to cater for the night-time element of the event.

The Event's Health and Safety Plans and Traffic Management Plans are expected to be submitted by the end of March.

Additional information may be sourced at: www.southlandtriclub.co.nz

Event co-Directors:

Ginge Burnett

Club President

027 642 4333

ginge_ange@outlook.co.nz

Matt Randall

Club Coach

027 471 5654

matt.randall@xtra.co.nz

p.p.



Matt Sillars, Event Manger, Sport Southland

(027) 491 0000 matt.sillars@sportsouthland.co.nz

TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

REQUEST FOR EXEMPTION FROM CEMETERIES AND CREMATORIUM BYLAW 2008/3 FOR A MONUMENT/HEADSTONE AT EASTERN CEMETERY

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

A request has been received for an exemption to the Bylaw on the material to be used for a headstone at Eastern Cemetery Block 50 Plot 467.

RECOMMENDATIONS

A Council decision is requested to either:

- 1. Allow the hardwood headstone/monument to be erected in Block 50 Plot 467 as per the submission received; or**
- 2. Decline the application for the hardwood headstone/monument as per the submission received because it is outside the permitted materials in the Cemeteries and Crematorium Bylaw 2008/3.**

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> N/A.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> Cemeteries and Crematorium Bylaw 2008/3.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Consultation was undertaken when the Bylaw was introduced.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> N/A.

FINANCIAL IMPLICATIONS

Nil.

REQUEST FOR VARIATION OF MATERIALS TO BE USED AS A HEADSTONE AT EASTERN CEMETERY

The Cemeteries and Crematorium Bylaw 2008/3 Section 26(b)(vi) and (vii) restricts what type of materials can be used for a memorial/headstone –

“26. Memorial Park (Berm or Garden) Cemeteries presently operating at Eastern and Greenpoint Open Cemeteries

(b) Erection of Memorials

- (vi) *No erected memorial shall, at the head of any plot, be higher than 1.5m. Such memorial shall comply with sound engineering principles. All structural materials used in the memorial shall exhibit high atmospheric corrosion-resistant properties and have a minimum predicted service life of fifty years. Any stone selected shall be sound, durable and of proven suitability.*
- (vii) *Memorials are permitted to be constructed from natural stone. Clear or frosted glass memorials, subject to design, will be approved by the Parks Manager. The memorial is permitted to be coloured. No memorial will be permitted if it is deemed offensive. The plans of any memorial shall be submitted to, and approved by, the local authority before the erection of any such memorial is permitted in accordance with the Sixth Schedule.”*

Section 26(b)(viii) also allows for an application to Council for any material outside that approved in Section 26(b)(vii) to be considered by Council –

“26. Memorial Park (Berm or Garden) Cemeteries presently operating at Eastern and Greenpoint Open Cemeteries

(b) Erection of Memorials

- (viii) *If a memorial is deemed inappropriate by the Parks Manager, an applicant may apply, in writing, for the application to be reconsidered by Council.”*

A copy of the email application is annexed hereto as **Appendix 1**.

The Bylaw’s intention was to limit the materials used to those that are long lasting with a minimum of 50 years life being durable and proven suitable.

CONCLUSION

If Council considers that the hardwood material as indicated by the Applicant is durable enough to withstand the test of time, it could be permitted.

Heather Guise

From: Melanie Bennie <Melanieb@stabcraft.com>
Sent: Tuesday, 14 March 2017 1:59 p.m.
To: Parks.Reserves
Subject: reconsideration of by laws for monuments

Hi Heather

I would like to request reconsideration of my husband Michael Collins headstone be put to the council at their next available meeting

Please advise me when that is and anything I need to do to prepare for that meeting please

Thank you for your help



345 Bluff Highway, Invercargill, New Zealand 9812

E: melanie@stabcraft.com, P: +64 3 211 9219, M: +64 27 282 7828, W: stabcraft.com



Heather Guise

Subject: FW: Headstone

From: Heather Guise **On Behalf Of** Parks.Reserves
Sent: Tuesday, 14 March 2017 11:19 a.m.
To: 'Melanie Bennie'
Subject: RE: Headstone

Hi Mel, I have just spoken with Robin Pagan, Parks Manager, who unfortunately confirms that this type of material is not permitted in the Bylaw. I have attached a copy of the Bylaw for your information and the relevant Section is Section 26.

Under Section 26(viii) you are able to apply in writing to have this memorial reconsidered by Council. I await your response in this regard.

Heather Guise

From: Melanie Bennie [<mailto:Melanieb@stabcraft.com>]
Sent: Tuesday, 14 March 2017 10:53 a.m.
To: Parks.Reserves
Subject: RE: Headstone

Hi Heather

I have attached some photos of my husband's headstone

Hi name is Michael Noel Collins
He was buried in plot 50 on the 1st March 2014
He passed away on the 26th Feb 2014

The headstone is made of Jarrah hardwood
It has been stained using Teak wood stain

The dimensions are as follows

Wood
1020mm high
610mm wide
157mm depth

Screws protruding from the wood to be installed in a concrete plinth
210mm long s/s bolts

Wood plinth for plaque
250mm long
345mm wide
100mm high tapers to 70mm high
154mm long bolts to install in concrete

Please let me know if you require any more information or want to view the headstone

Thank you for your help with this

Mel

From: Melanie Bennie [<mailto:Melanieb@stabicraft.com>]

Sent: Tuesday, 14 March 2017 10:43 a.m.

To: Parks.Reserves

Subject: RE: Headstone

Hi Heather

I put my husband's name and date of death and the day we buried him in the first email I sent you

Its Michael Collins died 26/2/2014 buried 1/3/2014

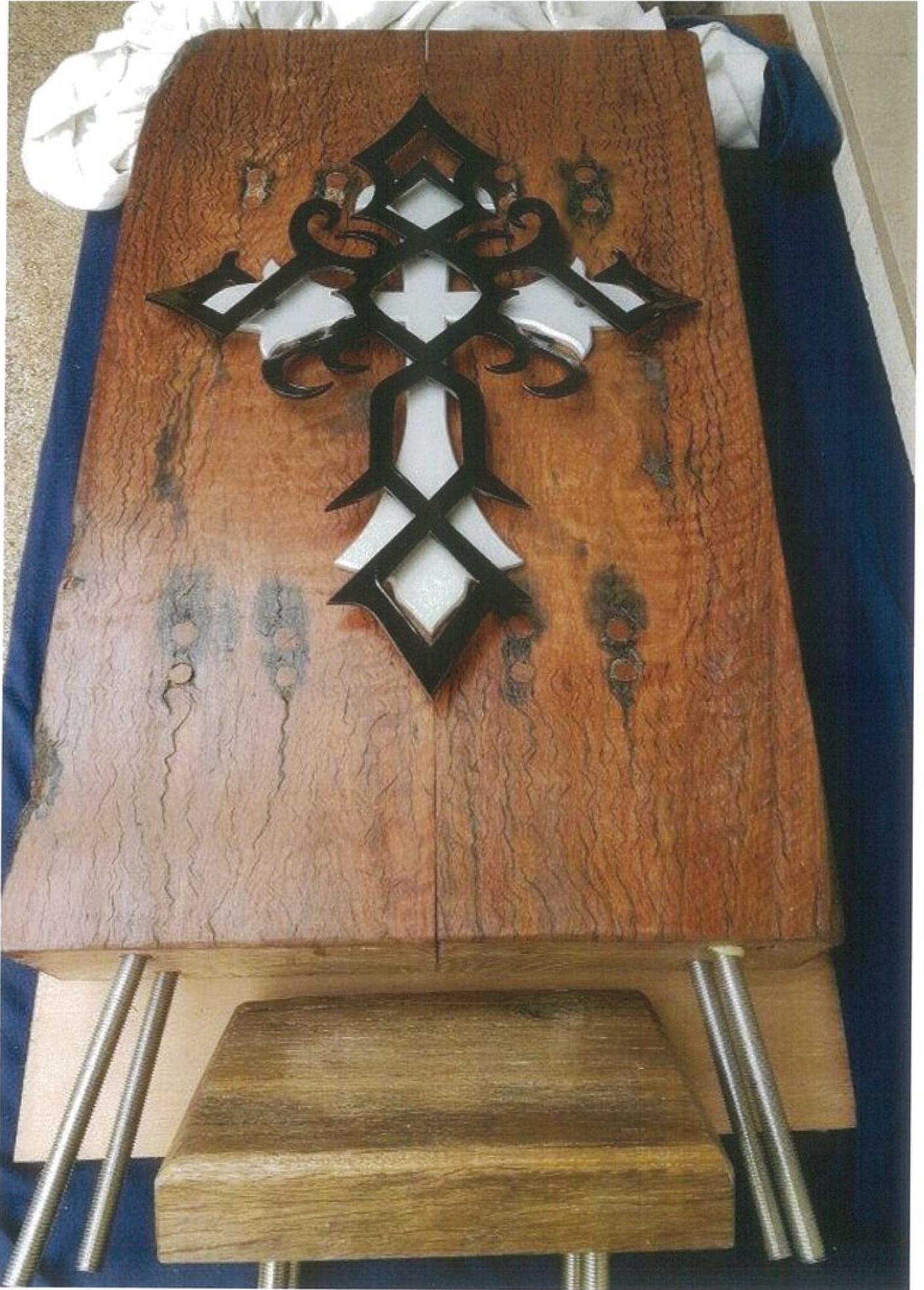
I also gave you the dimensions for the wood and the pins separately

The plan would be to make a concrete plinth like you spoke about yesterday on the phone and set the S/S pins into that plinth

I spoke to southland monumental masons not long after my husband died so were talking 3 years ago now

Thanks for your help

Mel





TO: INFRASTRUCTURE AND SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 3 APRIL 2017

TUATARA AND KAKAPO FACILITY

Report Prepared by: Paul Horner – Manager, Building Assets and Museum

SUMMARY

<p>As reported on 27 February a proposal to construct a tuatara and kakapo facility at the Southland Museum and Art Gallery is being investigated.</p> <p>An announcement about the opening of the next Tourism Growth Partnership (TGP) fund has been delayed. The development time of the project will be extended, to progress in steps as indicated in the table below, to meet this deadline.</p>
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RECOMMENDATIONS

That the Invercargill City 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.

IMPLICATIONS

1.	<p><i>Has this been provided for in the Long Term Plan/Annual Plan?</i></p> <p>No. After the business case has been developed, it is expected that it will be consulted on separately.</p>
2.	<p><i>Is a budget amendment required?</i></p> <p>No. The cost involved in developing the proposal has not been budgeted for.</p>
3.	<p><i>Is this matter significant in terms of Council's Policy on Significance?</i></p> <p>No.</p>
4.	<p><i>Implications in terms of other Council Strategic Documents or Council Policy?</i></p> <p>No.</p>
5.	<p><i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i></p> <p>Yes.</p>
6.	<p><i>Has the Child, Youth and Family Friendly Policy been considered??</i></p> <p>Yes.</p>

FINANCIAL IMPLICATIONS

- The proposal must be largely self-funding to be viable and must be able to charge entry fees.
- A business case study will be carried out to estimate revenue and that this will be sufficient to pay for all operational and capital servicing costs.
- Loan funding will be required for a portion of the construction cost.

BACKGROUND

In 2015 a proposal was presented to Council for a tuatara/kakapo facility. Preliminary floor plans for a facility indicated that the construction cost would be about \$2M. The final project cost is likely to rise above this figure, once interpretation, start up operational costs and any amendments to the building plan are considered.

PRESENT PROPOSAL

Invercargill City Council and Venture Southland are working together to complete concept development and the business case for this new tourism product. This would be enabled by the planned upgrade of the Tuatarium and potential to co-locate the Department of Conservation's Kakapo Recovery Programme to the Southland Museum and Art Gallery. This work will be used to develop a concept which will meet the Council's core requirements of providing value for money for ratepayers and a unique tourism product which will, in line with the Southland Regional Development Strategy (SoRDS), convert existing visitors into paying customers and attract new visitors to the region.

Research and expert analysis is being undertaken to build on the concept completed by Invercargill City Council in 2015, with a view to presenting to Council the case for making an application to the Ministry of Business, Innovation and Employment (MBIE) Tourism Growth Partnership (TGP) Fund. TGP funding could provide a significant portion of the funding for this new tourism business initiative.

Over December 2016 and January 2017 a survey was undertaken of over 200 visitors at the museum, which together with headcount figures being gathered by Southland Museum and Art Gallery and market insights produced by Venture Southland are being used to forecast visitor numbers and identify growth that may occur in tourism markets. An independent consultant has been engaged by Venture Southland to review the concept and suggest interpretation, product packaging and a marketing focus.

STAKEHOLDERS

The Stakeholders of the project are:

1. Invercargill City Council (ICC)
2. Department of Conservation (DoC)
3. Southland Museum and Art Gallery (SMAG)
4. Venture Southland (Southland Regional Tourism Organisation)
5. Ministry of Business, Innovation and Employment (MBIE)

DEPARTMENT OF CONSERVATION

The involvement of DoC in the funding and operation of the kakapo enclosure will be discussed and verified during development of the proposal.

PROJECT STEPS

Step	Description	Report To	Due Date
1	Report to Council The initial report which introduces the project and seeks Council support for further investigation.	Infrastructure and Services Committee	27 Feb 2017
2	Development of a Business Case to ascertain the viability of the project, benefits of the project, development of proposed building layout and an Order of Cost estimate.		Mar – May 2017
3	Report to Council Delay of TGP opening, extension of time for development of the business case, ascertain the viability of the project, develop the proposed building layout and an Order of Cost estimate.	Infrastructure and Services Committee	3 Apr 2017
4	Discussion with DoC and establishment of their involvement and commitment.		Mar - May 2017
5	Clarification with MBIE the requirements for a TGP grant application.		Mar – May 2017
6	Report to Council Report the cost and scope of the project, Business Case justification and compliance with requirements for applications for TGP Grant applications. Council decision to support the project in principle and proceed to TGP application and consultation.	Infrastructure and Services Committee	15 May 2017
7	Submit TGP application.		Jun/Jul 2017 Date TBC
8	Public consultation.		TBC
9	Report to Council Report outcome of consultation and proposed changes. Summarise progress and outcomes of grant application and business case: <ul style="list-style-type: none"> • TGP funding approval • Business Case confirms that loan capital servicing can be paid for by revenue • Business case confirms that operational costs can be paid for by revenue Then request approval to progress to detailed design and tendering.	Infrastructure and Services Committee	TBC
10	Detail design of building and tendering. Exhibition design and tendering.		TBC
11	Report to Council Successful tenders presented for approval.	Infrastructure and Services Committee	TBC
12	Construction, fit-out, commissioning, operation.		

TIMING OF THE PROJECT

The TGP application must be deposited during the next opening of the TGP fund. The date for this has been delayed and is now expected to be in June or July 2017. This provides further time for research and development of the proposal prior to submission of the report to Council and preparation of the TGP application.

There is still a high risk that TGP funding will be unavailable for this project in the future, therefore submitting an application in the next round is crucial to its successful progress.

CHARGING REGIME

In the ICC Draft Annual Plan for 2017-18 financial year, the Southland Museum and Art Gallery has proposed that entry fees may be levied in the future for entry to the museum. This proposes that entry fees may be charged to visitors to the museum who come from outside of Southland and that entry will be free to Southland residents.

The business case will propose entry fees based on the proposed tourist offerings. Proposals will be developed and advised in due course. For example, these offerings will mean that Southland residents will retain free entry to the Tuatarium but could choose to pay for enhanced tuatara offerings.

OPPORTUNITIES AND BENEFITS

Opportunities	Benefits
Develop unique tourism opportunities	Tuatara and kakapo experiences, unavailable elsewhere
	Convert visitors to paying customers
	Attract new visitors to the region
Value for money for ratepayers	Self-funded project, no charge to rates
Support SoRDS recommendations	Increase tourism opportunities in Southland

TOURISM GROWTH PARTNERSHIP FUND

The TGP Fund has been put on hold to enable a review of the strategic fit of the fund to be completed by MBIE. This is in response to increasing demand for support for infrastructure improvements required by increasing visitor numbers nationwide. The strategic focus of the Government remains on supporting the development of products which will address regional dispersal (drawing visitors out of gateways including Queenstown and encouraging them to explore regional New Zealand) and seasonality (encouraging growth of the shoulder and off seasons). This project fits well with both these strategic priorities and based on information provided by MBIE, Venture Southland believes that this fund will remain a good fit for the project. However, this cannot be confirmed until the criteria are released by MBIE and no timetable has yet been announced for this.

Other co-funding sources which are being explored include Lotteries Environment and Heritage Fund and the Mid-Sized Facilities Fund amongst others. Potential investment partnerships with commercial operators will also be explored

PROGRESS TO DATE

The following elements of work have been completed:

- Gap analysis – Review of competitor products around New Zealand completed by Venture Southland.
- Market insights – Review of key Southland visitor markets of focus completed by Venture Southland.
- Expert review of gap analysis and market insights – via external consultant Karyn Owen, commissioned by Venture Southland.
- Stakeholder workshop – ICC, SMAG, DOC, Iwi and Venture Southland were represented.
- Product Concept – External consultant draft report commissioned by Venture Southland completed, emergence of a “Modern Dinosaurs” concept.

NEXT STEPS UP TO NEXT REPORT

- Final Product Concept Report incorporating Stakeholder feedback – March 2017.
- Agreement of an MOU between ICC and DOC outlining the nature of the partnership being explored – April/ May 2017. MOUs will also be sought between Ngai Tahu and other relevant Iwi regarding management of Taonga species.
- Completion of building floor plan and indicative building costing – April 2017.
- Completion of forecast capital and operational budget – April 2017.
- Full report to Infrastructure and Services Committee on 15 May 2017.

CONCLUSION

A proposal to construct a tuatara and kakapo facility at the Southland Museum and Art Gallery is being investigated. This will include undertaking a full feasibility study and business case analysis, including tourism product concept development, forecast operational budget, building plans and an order of cost building estimate for the facility. This information will be used to support an application for co-funding from the MBIE TGP Fund.

Current investigation suggests that the site of the facility should be on the west side of the pyramid in space designated for ‘Local Purpose (Recreation and Cultural Building and Associated Activity) Reserve’.

The TGP application is dependent on Council passing a resolution of approval in principle for the project. This will confirm that Council supports the project as an enterprise which will increase and diversify tourist offerings in the southern region.

The time available to develop the proposal has been extended by about two months because the opening of the TGP fund has been delayed. This time will allow better development of the business case and the proposal and it will be reported to Council in May instead of April as previously expected.
