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 5 March 2018 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

Finance and Corporate Services Directorate
Civic Administration Building • 101 Esk Street • Private Bag 90104 Invercargill • 9840 • New Zealand
DX No. YA90023 • Telephone 03 211 1777 • Fax 03 211 1433

Council's Values:

Responsibility	Take ownership of decisions and outcomes, both collectively and individually. • We willingly share our knowledge. • We acknowledge our mistakes, work to resolve them and learn from them. • We give and receive feedback in a constructive manner to resolve issues. • We do our job with total commitment.
Respect	Everyone is important, as are their views. • We support and care for each other. • We stop to listen, learn and understand. • We communicate in an honest, up-front and considerate manner. • We maintain confidences and avoid hurtful gossip.
Positivity	Always look on the bright side of life. • We are approachable, interested and friendly. • We are open and receptive to change. • We acknowledge and praise the efforts of others. • We work together as a team to get the job done.
Above and Beyond	Take opportunities to go the extra mile. • We take the initiative to improve our work practices to get the best results. • We challenge ourselves and each other to make it better. • We take pride in providing the best possible outcomes. • We are ambassadors for our Council at all times.

Council's Vision for the City:

Enhance our City and preserve its character, while embracing innovation and change.

Council's Vision:

We are an energised, fun and innovative team that makes it better for each other and our community.

Council's Mission:

Making it better by making it happen.

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6. **URGENT BUSINESS**

7. **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) Muslim Burial Sites – Eastern Cemetery	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations.	**Section 7(2)(i)**
Request to Award Contract 824 – Library Refurbishment	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations.	**Section 7(2)(i)**
Request to Award Contract 825 – Splash Palace Changerooms	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations.	**Section 7(2)(i)**

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE **MONDAY 5 MARCH 2018**

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 2017 to 31 January 2018.

RECOMMENDATIONS

That the report be received.

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* The report monitors performance in relation to levels of service measures identified in the Long Term Plan and the Annual Plan.
2.	*Is a budget amendment required?* No.
3.	*Is this matter significant in terms of Council's Policy on Significance?* No.
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No.
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* No.
6.	*Has the Child, Youth and Family Friendly Policy been considered?* Yes.

FINANCIAL IMPLICATIONS

No financial implications arise from this report.

PARKS AND RESERVES

Bluff boat ramp is still in the design and consultation stage before it is brought back to Council with final costings. Storage shed at Racecourse Road is at the design stage. Chinese Gardens ground work is progressing with building and structure being worked on. Sandy Point tracks and roads have received attention. The old Queens Park tennis pavilion has been tided and should be available for use shortly. Considerable damage has occurred due to the dry conditions which will require extra work in the autumn on the grass areas, as well as replacement of thousands of shrubs and trees, predominantly on medium plot plantings. On the positive side, the dryness has enabled us to locate several field drains whose previous location was unknown. We don't carry out irrigation on parks except for specialist areas but this may need to be considered in the future. The Crematorium Chapel refurbishing is yet to start. Gala Street signage and lighting is partly completed with new LED lights already installed and design work completed, ready for construction of the new signage. Wagner Street playground upgrade is underway.

PUBLIC TOILETS

	1 July 2016 to January 2017	1 July 2017 to January 2018
Access to Services		
Automated toilets are available 24 hours a day.	98%	95%

ROADING

	1 July 2016 to January 2017	1 July 2017 to January 2018
Traffic Signs and Signals		
Vandalised / missing signs and maps are promptly responded to within 48 hours.	92%	96%
Traffic signals are responded to within one hour for emergency works, four hours for serious faults and 12 hours for minor faults.	83%	100%
Street Lighting		
Compliance with New Zealand Street Lighting Standard (LTP Measure – Increasing percentage)	Non compliant 87%	Annual Measure as at end of June each year
Cycling Network		
Council's cycling network is fully marked (LTP Measure – Increasing Network)	Complied – additional cycle network added	Annual Measure as at end of June each year
Road Safety		
Number of fatalities and serious injury crashes on the local road network (LTP Measure – reducing number)	Non compliant – 21 (1 fatal, 20 serious)	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%	Complied Urban 88%	Annual Measure As at 30 June

	Rural 96%	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%)	Non compliant 4.1%	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)	Complied Very poor condition rated 1.23%	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)	Non compliant 68.7%	Monthly Cumulative result Jan 2018 - 71.3% YTD - 73.11%

* 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

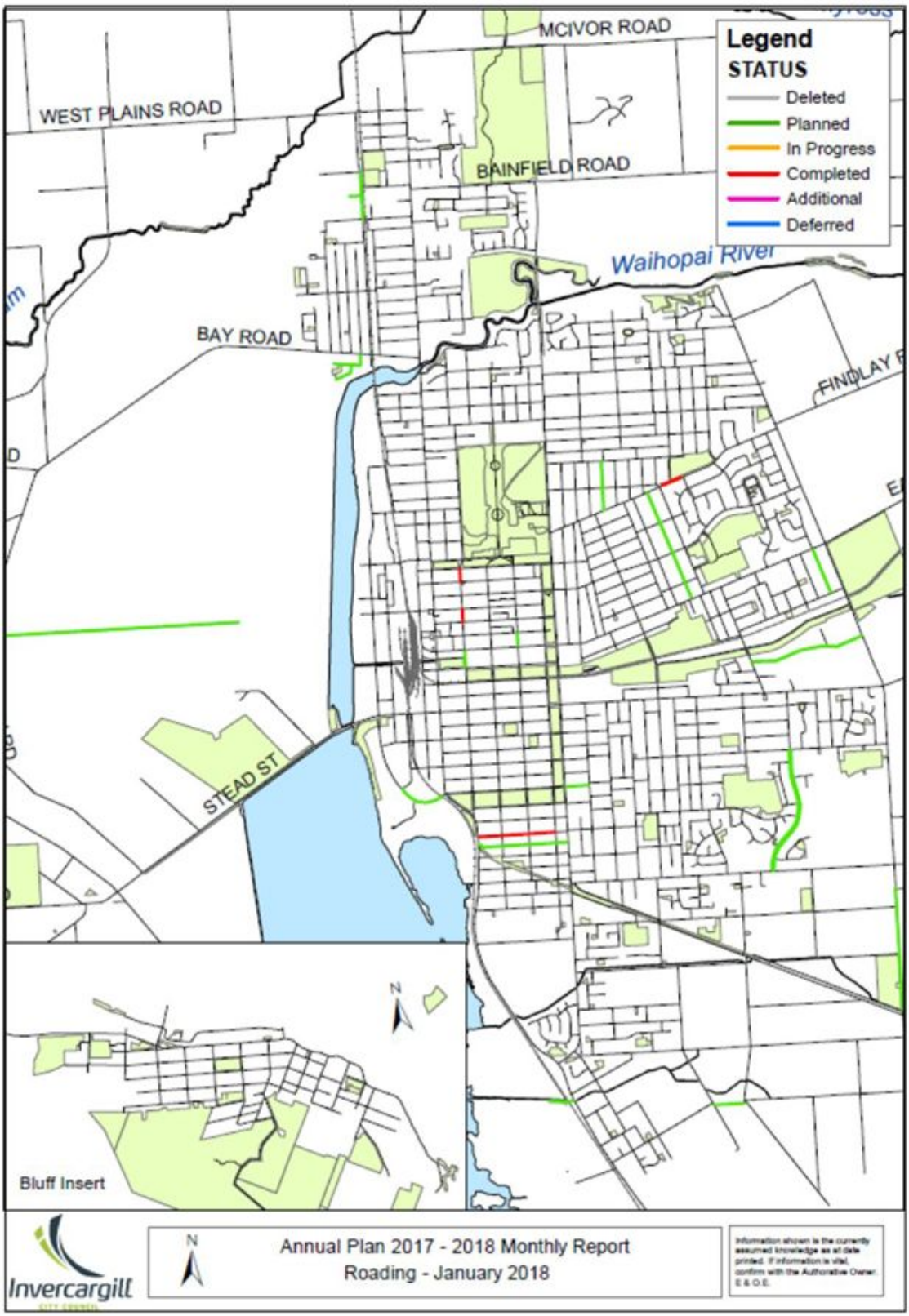
Roading

Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Avon Rd	Bain St	Chesney St	Chipseal	Planned	Planned
Baird St	Ritchie St	Bamborough St	Chipseal	Planned	In Progress
Bamborough St	Yarrow St	St Andrew St	Chipseal	Planned	In Progress
Biggar St	Elles Rd	Princes St	Chipseal	Planned	Planned
Bond St	Clyde Road	Annan St	Chipseal	Planned	Planned
Bonnies Chance	Sunrise Drive	End	Chipseal	Planned	Completed
Conon St	Balmoral Drive	Tweed-Conon Roundabout	Chipseal	Planned	Deferred
Court Of Ascot	Sunrise Drive	End	Chipseal	Planned	Completed
Dublin St	St Andrew St	King St	Chipseal	Planned	Planned
Duncan St	West St	Tay St	Chipseal	Planned	Planned
George St	Queens Drive	Ward St	Chipseal	Planned	In Progress
Gloucester St	Renfrew St	Switzer St	Chipseal	Planned	Planned
Gretna St	John St	End	Chipseal	Planned	In Progress
Hope St	Venus St	Morton St	Chipseal	Planned	In Progress
Janet St	Bluff Rd	Ness St	Chipseal	Planned	In Progress

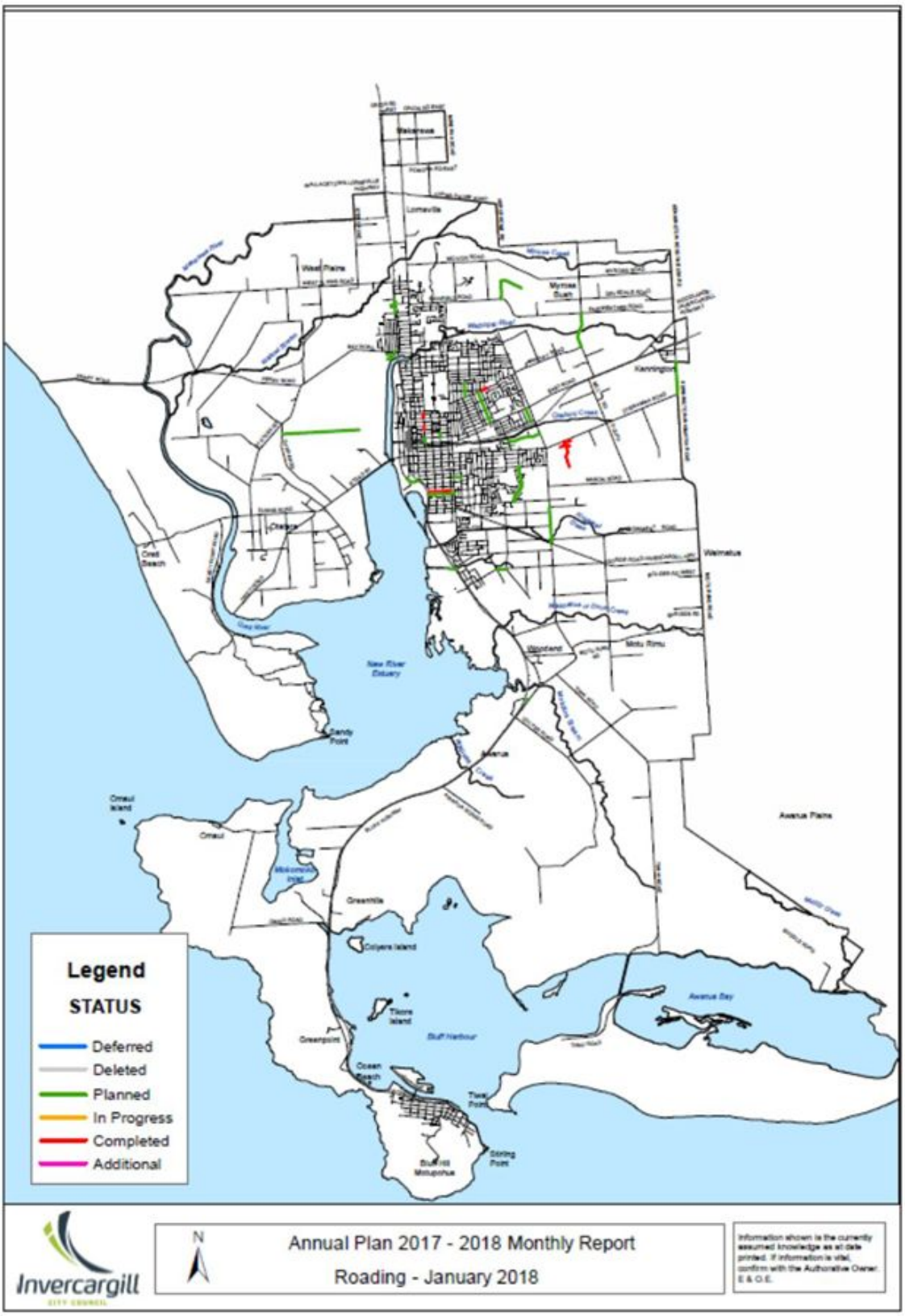
Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Jed St	Tay St	Esk St	Asphalt	Planned	In Progress
Kekeno Pl	State Hwy (1)	Railway Line	Chipseal	Planned	Planned
Kelvin St	Don St	Spey St	Asphalt	Planned	Completed
Kelvin St	Leet St	Gala St	Asphalt	Planned	Completed
Lake St	Cattlestop	Bluff Highway Sh1	Chipseal	Planned	Planned
Longford Rd	Curran Rd	Middle Rd North	Chipseal	Planned	Planned
Lorn St	Tay St	St Andrew St	Chipseal	Planned	In Progress
Lowe St	Philip St	Dee St	Chipseal	Planned	In Progress
Majestic Chance	Sunrise Drive	End	Chipseal	Planned	Completed
Margaret St	Tay St	St Andrew St	Chipseal	Planned	Planned
Mill Rd North	Findlay Road	Bainfield Road	Chipseal	Planned	Planned
Moray Cres	No Exit	Bay Rd	Chipseal	Planned	Planned
Nevis Cres	No Exit	Moray Cres	Chipseal	Planned	Planned
Nith St	Forth St	Tay St	Asphalt	Planned	Deferred
O'Hara St	Bluff Highway Sh1	Ythan St Nth	Chipseal	Planned	In Progress
Onslow St	Inglewood Rd	Rockdale Rd	Chipseal	Planned	In Progress
Pomona Rd East	Sh.6	Minerva Rd	Chipseal	Planned	In Progress
Pomona Rd West	Sh.6	Seal Ends	Chipseal	Planned	In Progress
Redmayne Rd	Bainfield Rd	No Exit	Chipseal	Planned	Planned
Regent St East	Tramway Rd	Centre-Regent Roundabout	Chipseal	Planned	Planned
Regent St West	Tramway Rd	Centre-Regent Roundabout	Chipseal	Planned	Planned
Selwyn St	Sh.1	Elles Rd	Chipseal	Planned	Planned
St Andrew North	Isabella St	Newcastle St	Asphalt	Planned	In Progress
Stephens St	No Exit	Gloucester St	Asphalt	Planned	Planned
Sunrise Drive	Oteramika Road	End	Chipseal	Planned	Completed
View St	Centre St	Rimu St	Chipseal	Planned	Planned
Tweed St	Metzger St	Highfield Tce	Rehabilitation	Planned	In Progress
Rockdale Road	Moulson St	Lardner Road	Rehabilitation	Planned	Completed
Kennington-Waimatua Road	Oteramika Road	Rimu Road	Rehabilitation	Planned	In Progress
Elles Road	Ettrick Street	Tweed Street	Rehabilitation	Planned	In Progress
Elles Road	Balmoral Drive	Crinan Street	Rehabilitation	Planned	In Progress

It is planned to delay resealing (and vary the programme) of Conon Street for one year, along with Nith Street asphalting. These delays are required due to other committed projects being undertaken, and the uncertainty (Nith Street) of site availability. Conon Street is planned to be held over to give the asphalt levelling a year to weather before chipsealing.

Map of Roading Programme – Urban



Map of Roading Programme – District



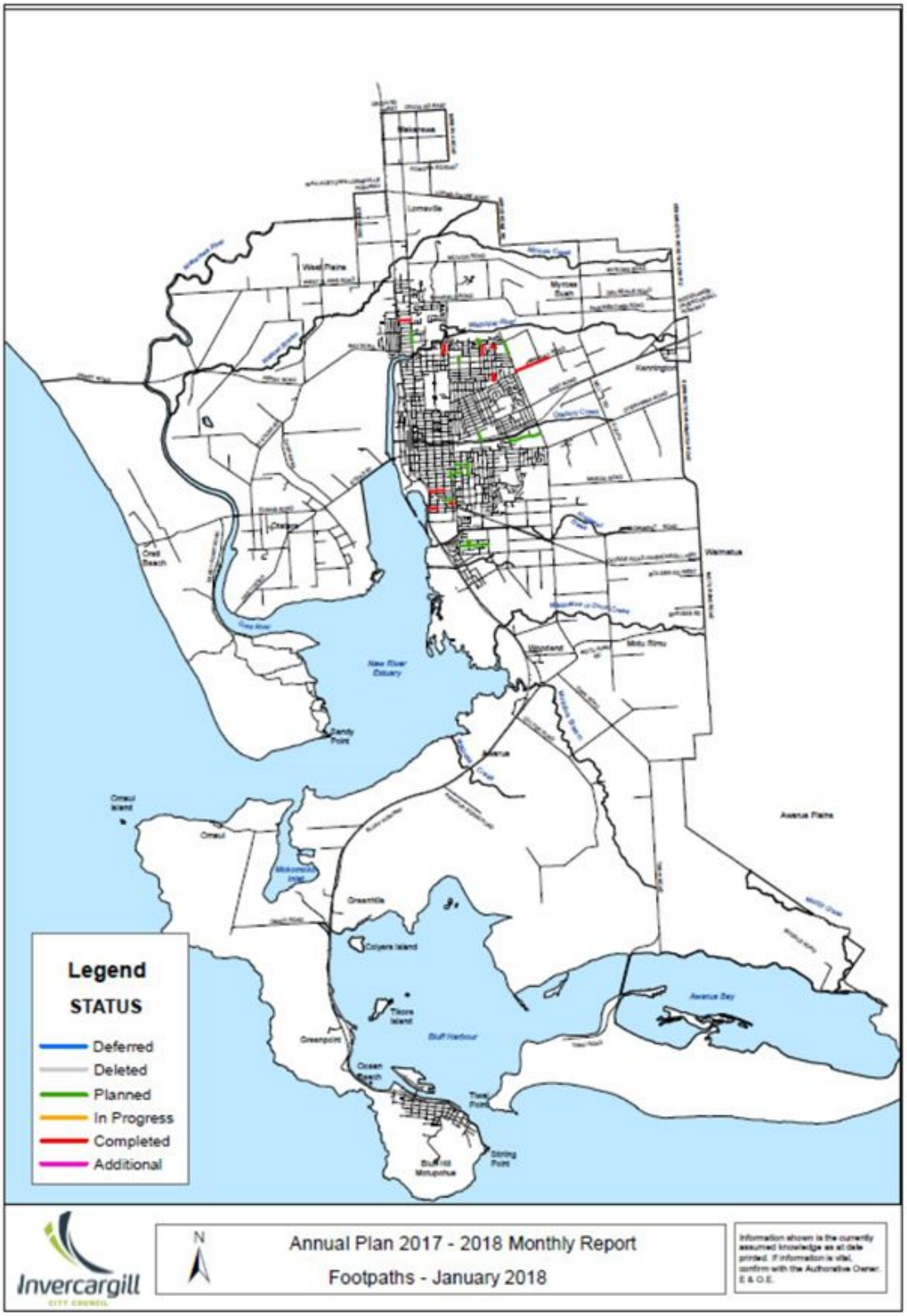
Programme of Works

Footpaths

Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Bowmont St	Elles Rd	Princes St	Concrete	Carried Forward	Planned
Earn St	Elles Rd	Princes St	Concrete	Planned	Planned
Elm Crs	Montrose St	No 7	Concrete	Carried Forward	Completed
Elm Crs	Montrose St	Gladstone Tce	Concrete	Carried Forward	Completed
Findlay Rd	End K&C	Tuai St	AC O/lay	Carried Forward	Completed
Janet St	Bluff Rd	Ythan St	Concrete	Carried Forward	Completed
Joseph St	End	George St	Concrete	Carried Forward	Completed
Kowhai Ave	Layard St	Lamond St	Concrete	Carried Forward	Completed
Lindisfarne St	Otepuni Ave	Islington St	Concrete	Planned	Planned
Lock St	Oreti St	Dipton St	Concrete	Planned	Planned
Manse St	End	Ness St	Concrete	Carried Forward	Completed
Nelson St	Hardy St	Rodney St	Concrete	Planned	Planned
Ness St	Balmoral Dv	Earn St	Concrete	Carried Forward	Planned
North Rd	Dudley St	Galway St	Asphalt	Carried Forward	Planned
O'Hara St	Bluff Rd	Conon St	Concrete	Carried Forward	Completed
Onslow St	Inglewood Rd	Baker St	Asphalt	Planned	In Progress
Onslow St	Baker St	Rockdale Rd	Asphalt	Planned	In Progress
Oreti St	Elles Rd	Bain St	Concrete	Planned	Planned
Panton St	Ythan St	Ness St	Concrete	Carried Forward	Planned
Pine Crs	No 22	Ward St	Concrete	Carried Forward	Completed
Pine Crs	No 22	Ward St	Concrete	Carried Forward	Completed
Price St	Ross St	North Rd	Concrete	Carried Forward	Completed
Queens Dv West	Bridge	Gimblett St	Resurfacer	Carried Forward	In Progress
Racecourse Rd East	Layard St	Auburn Rd	Concrete	Planned	Planned
Racecourse Rd West	Layard	Talbot Place	Concrete	Planned	Planned
Racecourse Rd West	Lamond St	Talbot Place	Concrete	Planned	Planned
Salford St	Cruickshank Crs	Moana St	Concrete	Carried Forward	Planned
Windsor St	Chelmsford St	Layard St	Concrete	Carried Forward	Planned

Map of Footpath Programme – Urban

Map of Footpath Programme – District



SEWERAGE

		1 July 2016 to January 2017	1 July 2017 to January 2018
System and Accuracy			
Sewerage. System Adequacy. Number of dry weather sewerage overflows. The number of dry weather sewerage overflows from the Invercargill City Council's sewerage system, expressed per 1000 sewerage connections to that sewerage system (LTP Target 2015/16 – < 4 blockages per 1000 properties annually)		Annual Measure 0.29	Annual Measure 0.64
Discharge Compliance			
Sewerage. Discharge Compliance. Compliance with the Council's resource consents for discharge from its sewerage system. Compliance with the Council's resource consents for discharge from its sewerage 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)		Complied	Complied
Customer Satisfaction			
The total number of complaints received by Council about any of the following: ➢ Sewerage - Customer Satisfaction. Number of complaints received by Council about SEWERAGE ODOUR. (LTP Target 2015/16 – 0 complaints per year)		0.00	0.00
➢ 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) The Council's response to issues with its sewerage system, expressed per 1000 connections to Council's sewerage system.		0.41	0.18
Fault response times			
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: ➢ 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)	84%	87%

Sewerage - Emergency Resolution Time - 6 Hours (Target 90%)	6 hours (LTP Target 2016/17 – 90% compliance)	96%	93%
Sewerage - Urgent Response Attendance Time - 4 hour target	4 hours (LTP Target 2016/17 – 90% compliance)	96%	88%
Sewerage - Urgent Resolution Time - 24hour target	24 hours (LTP Target 2016/17 – 90% compliance)	91%	88%

Programme of Works

Pipeworks

Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Tweed St	Metzger St	Highfield Tce	Renewal	Planned	Completed
Queens Park	Queens Drive	Kelvin St	Project Completion	Planned	Planned
Tay St	Nith St	Doon St	Renewal	Planned	In Progress
Kennington Area	Kennington Area		Growth		In Progress
Mersey Steet	Otepuni Stream	Spey Street	Relining	Planned	In Progress

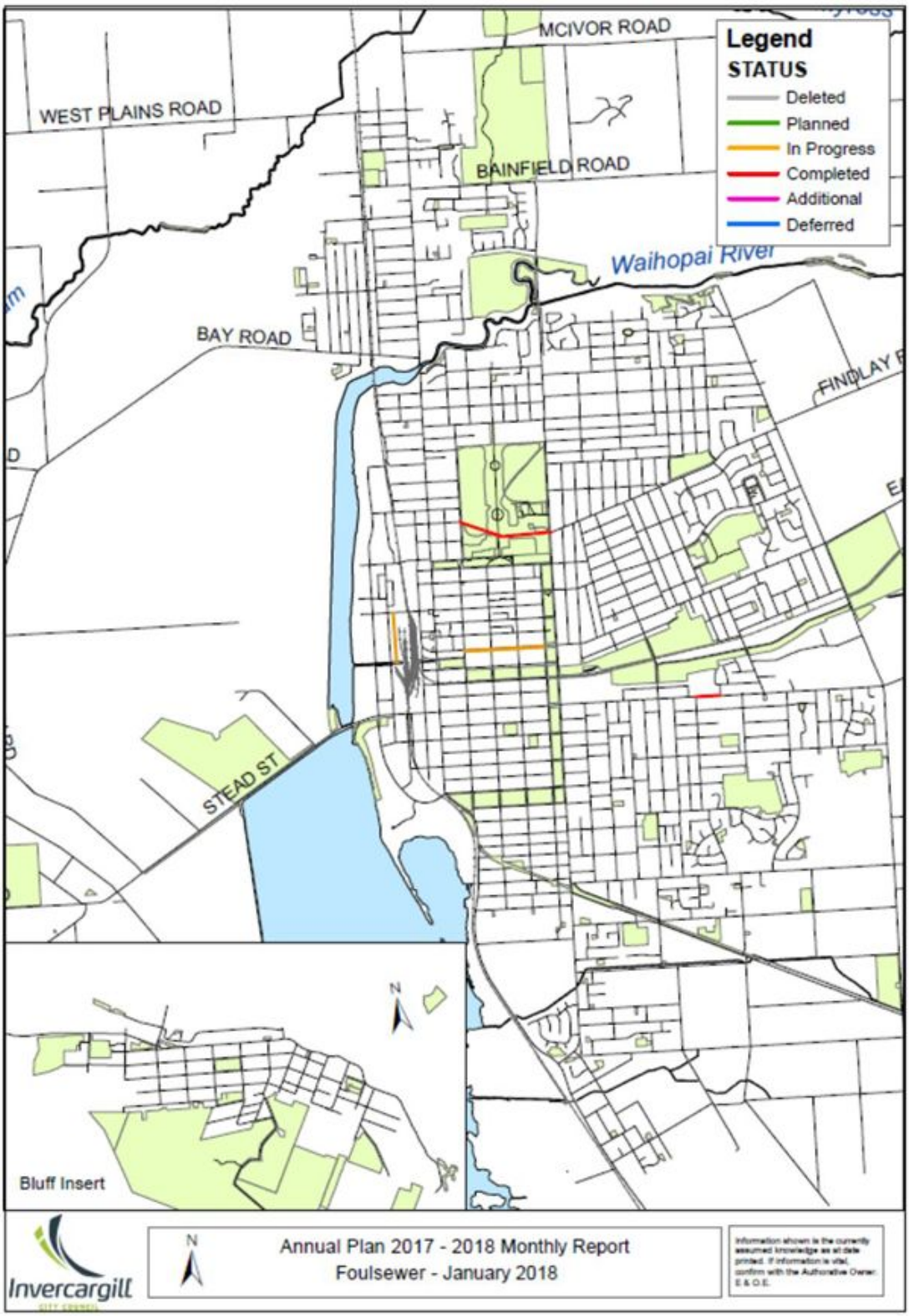
Pump Stations

Location	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Grey St Foulsewer Pump Station	Electrical Upgrade include PLC	Planned	In Progress
Lindisfarne St Foulsewer Pump Station	Electrical Upgrade include PLC	Planned	In Progress
Lindisfarne St Foulsewer Pump Station	Generator replacement	Planned	Deferred
Preston St Foulsewer Pump Station	PLC and Flow meter	Planned	In Progress
Talbot Street Foulsewer Pump Station	Electrical Upgrade include PLC	Planned	In Progress

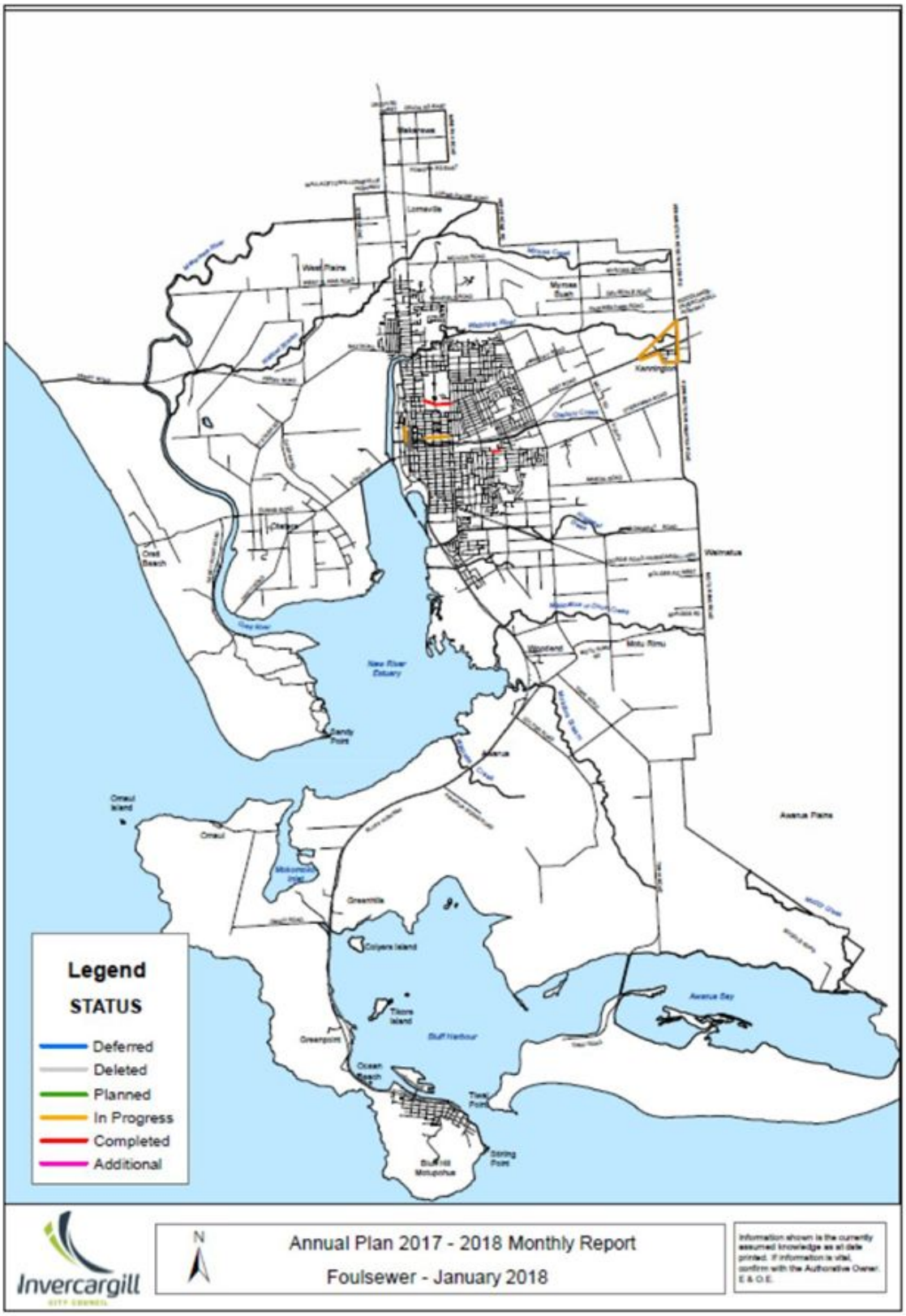
Waste Water Treatment Plant

Location	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Clifton WWTP	Main Sewage Pump 4 replacement	Planned	Completed
Clifton WWTP	Tractor - Screening	Planned	Planned
Clifton WWTP	Digester 1 and 2 Lid replacement and screening equipment	Planned	In Progress

Map of Sewerage Works Programme – Urban

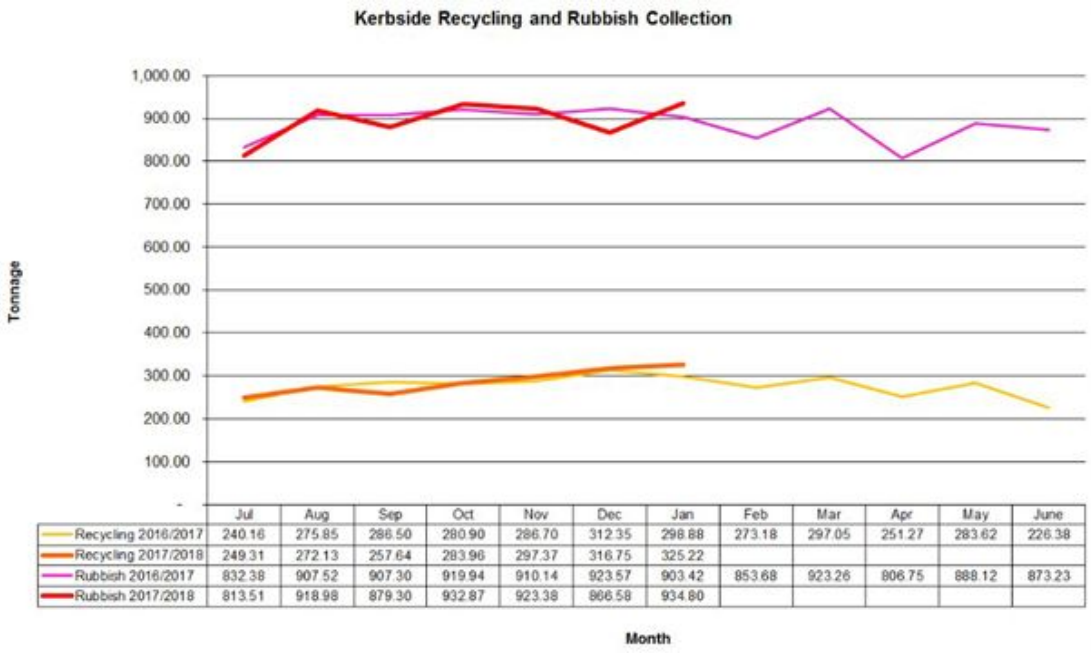


Map of Sewerage Works Programme – District

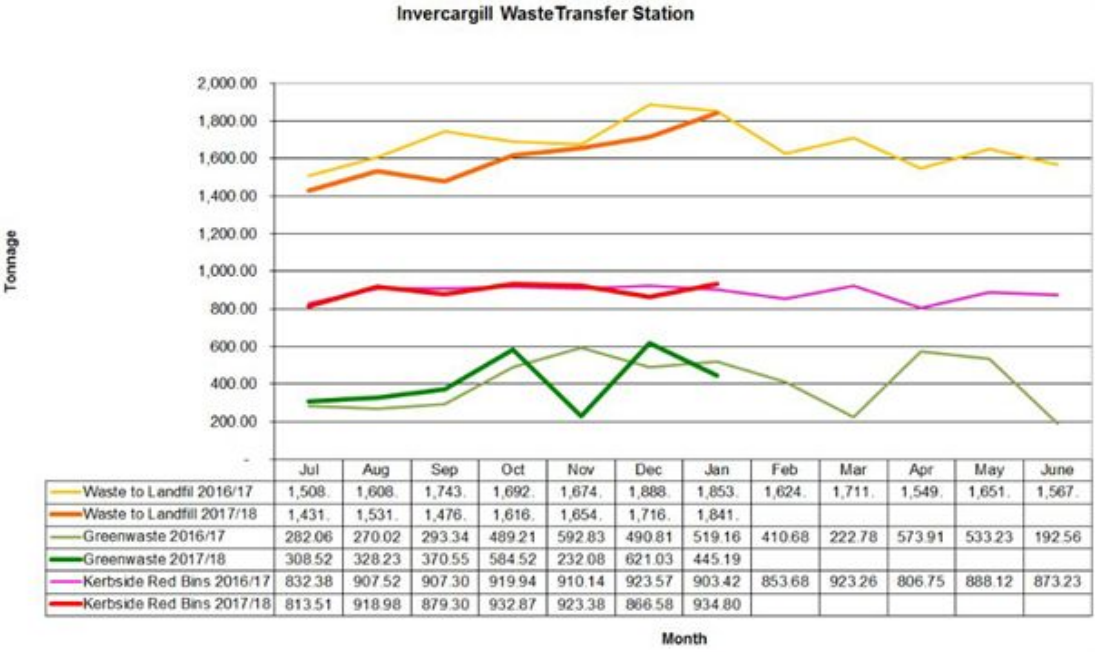


SOLID WASTE MANAGEMENT

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Recycling 2016/2017	240.16	275.85	286.50	280.90	286.70	312.35	298.88	273.18	297.05	251.27	283.62	226.38
Recycling 2017/2018	249.31	272.13	257.64	283.96	297.37	316.75	325.22					
Rubbish 2016/2017	832.38	907.52	907.30	919.94	910.14	923.57	903.42	853.68	923.26	806.75	888.12	873.23
Rubbish 2017/2018	813.51	918.98	879.30	932.87	923.38	866.58	934.80					



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Waste to Landfil 2016/17	1,508.	1,608.	1,743.	1,692.	1,674.	1,888.	1,853.	1,624.	1,711.	1,549.	1,651.	1,567.
Waste to Landfill 2017/18	1,431.	1,531.	1,476.	1,616.	1,654.	1,716.	1,841.					
Greenwaste 2016/17	282.06	270.02	293.34	489.21	592.83	490.81	519.16	410.68	222.78	573.91	533.23	192.56
Greenwaste 2017/18	308.52	328.23	370.55	584.52	232.08	621.03	445.19					
Kerbside Red Bins 2016/17	832.38	907.52	907.30	919.94	910.14	923.57	903.42	853.68	923.26	806.75	888.12	873.23
Kerbside Red Bins 2017/18	813.51	918.98	879.30	932.87	923.38	866.58	934.80					

Graph of Solid Waste Disposal

STORMWATER

	1 July 2016 to January 2017	1 July 2017 to January 2018
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.)*	Twelve storms recorded in Invercargill City District in January 2017. No habitable floors were affected during these storms.	One storm recorded. No storm affected a habitable floor level.
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	Median response time is 5 minutes	Median response time is 24 minutes
Stormwater - Urgent Response Attendance Time - 4 hour target	Median response time is 1 hour and 4 minutes	Median response time is 1 hour and 12 minutes
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)	0.24	0.14

Programme of Works

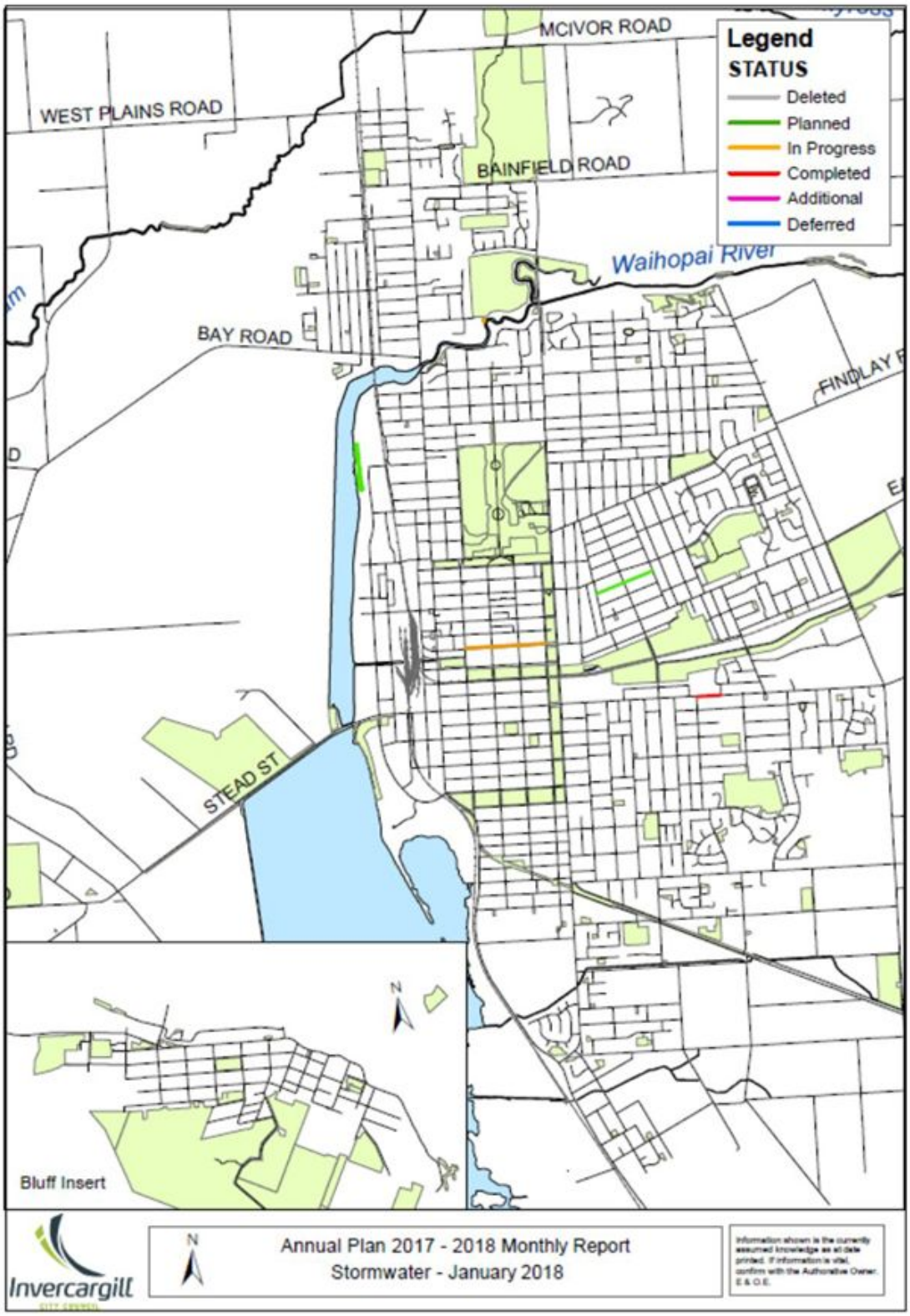
Pipeworks

Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Tay St	Nith St	Doon St	Renewal	Planned	In Progress
Tweed St	Metzger St	Highfield Tce	Renewal	Planned	Completed
Baird St	Ritchie St	Lindisfarne	Renewal	Planned	Completed

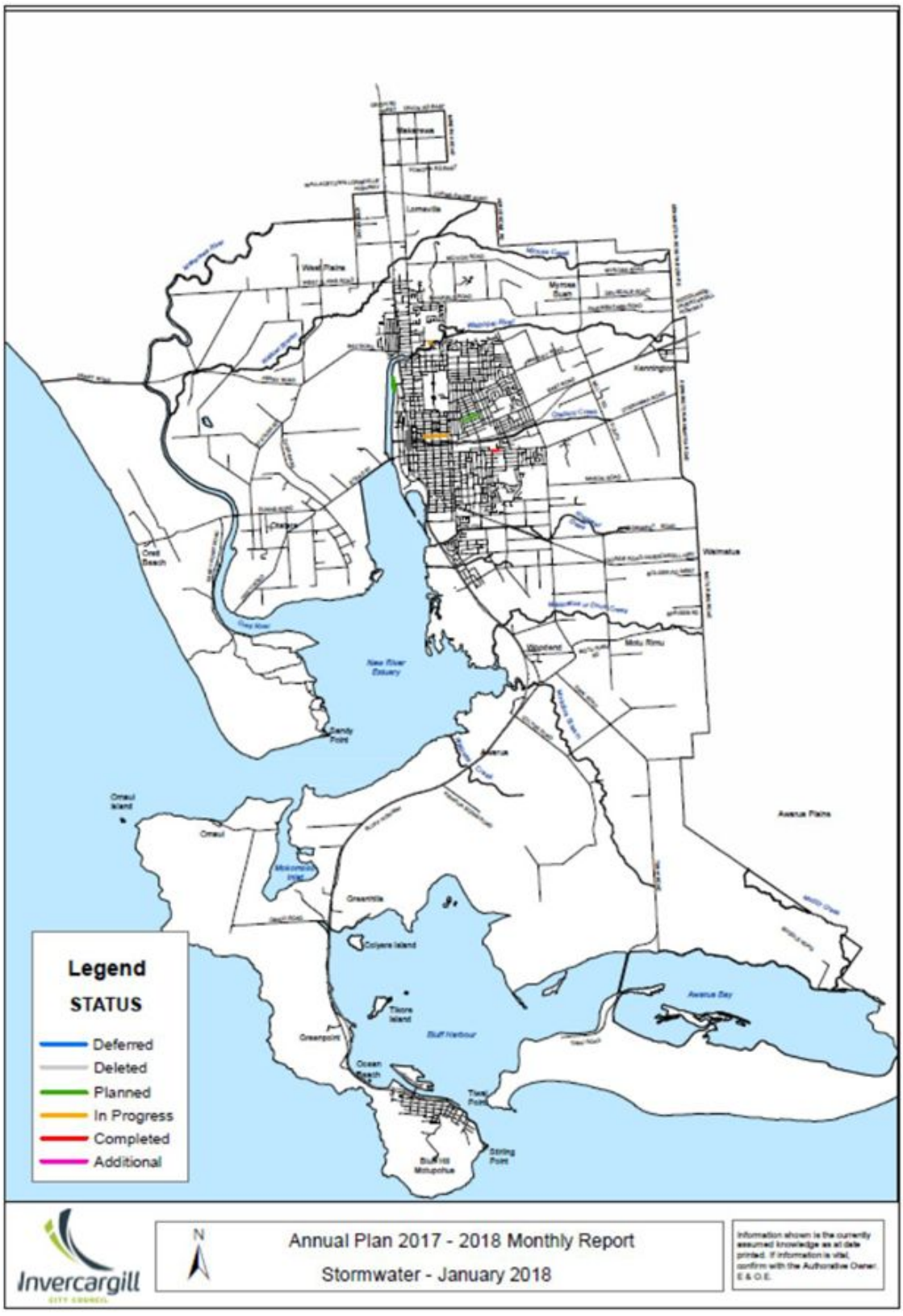
Pump Stations

Location	Activity	Status 2017/18 Annual Plan	Progress to October 2017
Beatrice Street SW Treatment Pond		Carry forward	Planned
Prestonville SWPS	Pump Replacement (3)	Carry forward	In Progress
Gladstone Tce Stormwater Pump Station	General Plant renewals	Planned	Plan
Rifle Range Stormwater Pump Station	Pump replacement	Planned	Deferred

Map of Stormwater Programme – Urban



Map of Stormwater Programme – Rural



WATER SUPPLY ACTIVITY

	1 July 2016 to January 2017	1 July 2017 to January 2018
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 - 100%)	Complied	Complied
(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 - 100%)	Non compliant	Complied
Maintenance of the reticulation network		
Maintenance of the reticulation network. Percentage of real water loss form 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 – less than 30%)	Complied 22.6%	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 – no more than 0.45 per month)	Complied	Complied
(b) Customer Satisfaction. The total number of complaints received by Council in regard to DRINKING WATER TASTE. Drinking Water taste (LTP Target – no more than 0.43 per month)	Complied	Complied
(c) Customer Satisfaction. Total Number of complaints received by Council in relation to DRINKING WATER ODOUR. Drinking water odour (LTP Target – no more than 0.45 per month)	Complied	Complied

	1 July 2016 to January 2017	1 July 2017 to January 2018
(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 – no more than 0.45 per month)	Complied	Complied
(e) Customer Satisfaction. Total Number of complaints received by Council in relation to CONTINUITY OF SUPPLY. Continuity of supply (LTP Target – no more than 0.45 per month)	Complied	Complied
(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 – no more than 0.45 per month)	Complied	Complied
Expressed per 1000 connections to the Council's networked reticulation system (LTP Target – Per 1000 connections)		
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 – less than 700 litres/day)	Complied	Non compliant (both December and January over 700)
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 – 4 hours)	The median response time for an urgent fault in January was 6 minutes. The median response time for the year to date is 30 minutes.	Median response time is 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 – 24 hours)	The median resolution time for an urgent task in January was 1 hour and 27 minutes. The median resolution time for the year to date is 1 hour and 35 minutes.	Median resolution time is 3 hours and 27 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)	The median response time for a routine task in January was 7 days and 31 minutes. The median response time for the year to date is 4 days, 18 hour and 39 minutes.	Median response time is 3 days, 23 hours and 22 minutes
(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)	The median resolution time for a routine task in January was 9 days, 19 hours and 30 minutes. The median resolution time for the year to date is 6 days, 21 hours and 21 minutes.	Median resolution time is 7 days, 21 hours and 48 minutes

Programme of Works

Pipeworks

Street	Start	Finish	Activity	Status 2017/18 Annual Plan	Progress to Janury 2018
Elles Rd	Kingswell Creek	Paisley Street	Renewal	Planned	Planned
Lake St	Bluff Highway	End	Renewal	Planned	Planned
Lime St	Tweed St	Nichol Street	Renewal	Planned	In Progress
Lagan St	200 Lagan St	220 Lagan St	Upgrade	Planned	Completed
Racecourse Rd	Layard St	Talbot Place	Renewal	Planned	In Progress

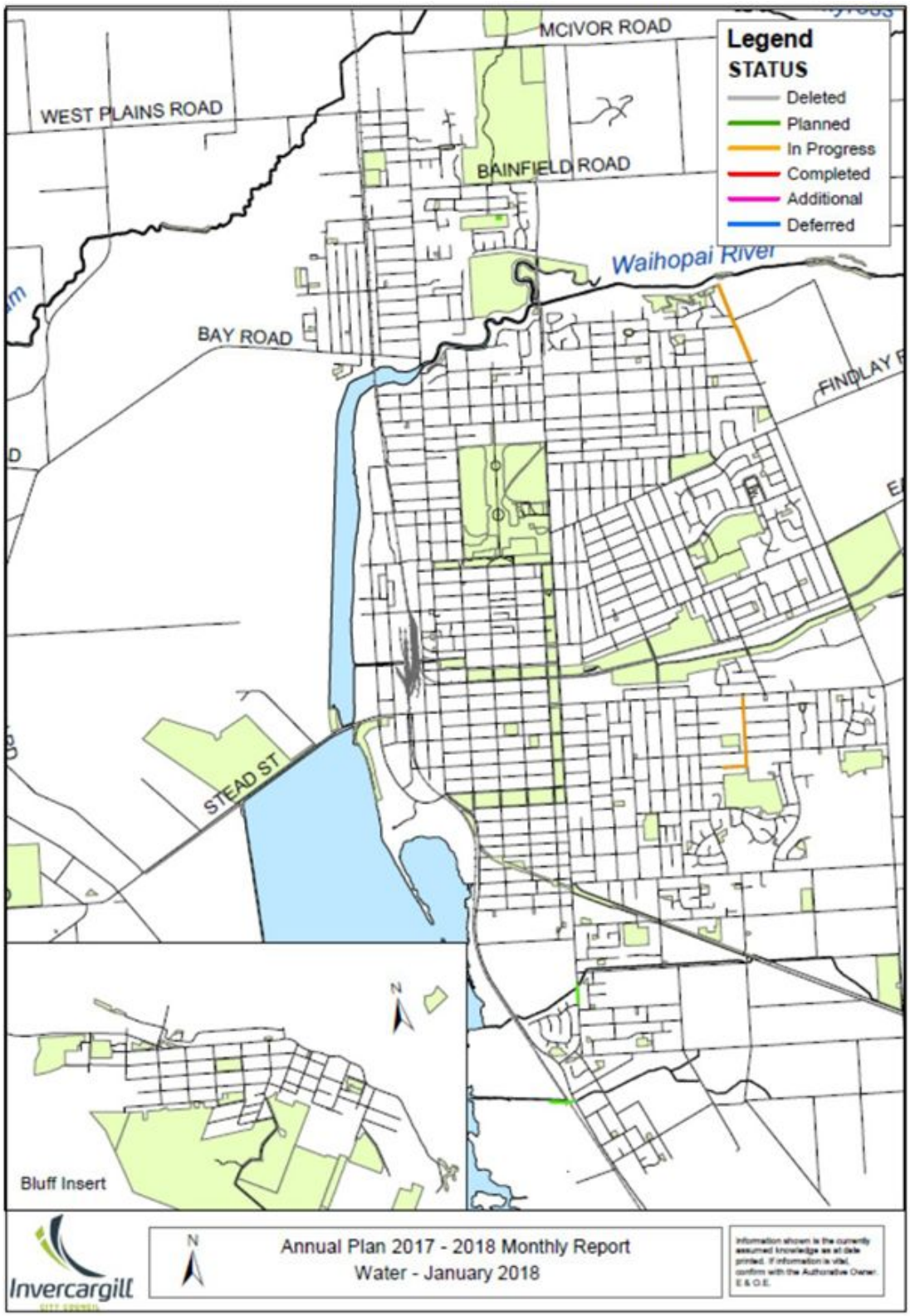
Pump Stations and Reservoirs

Location	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Waikiwi Reservoir	Pump Replacement - No.3	Carry forward	Planned

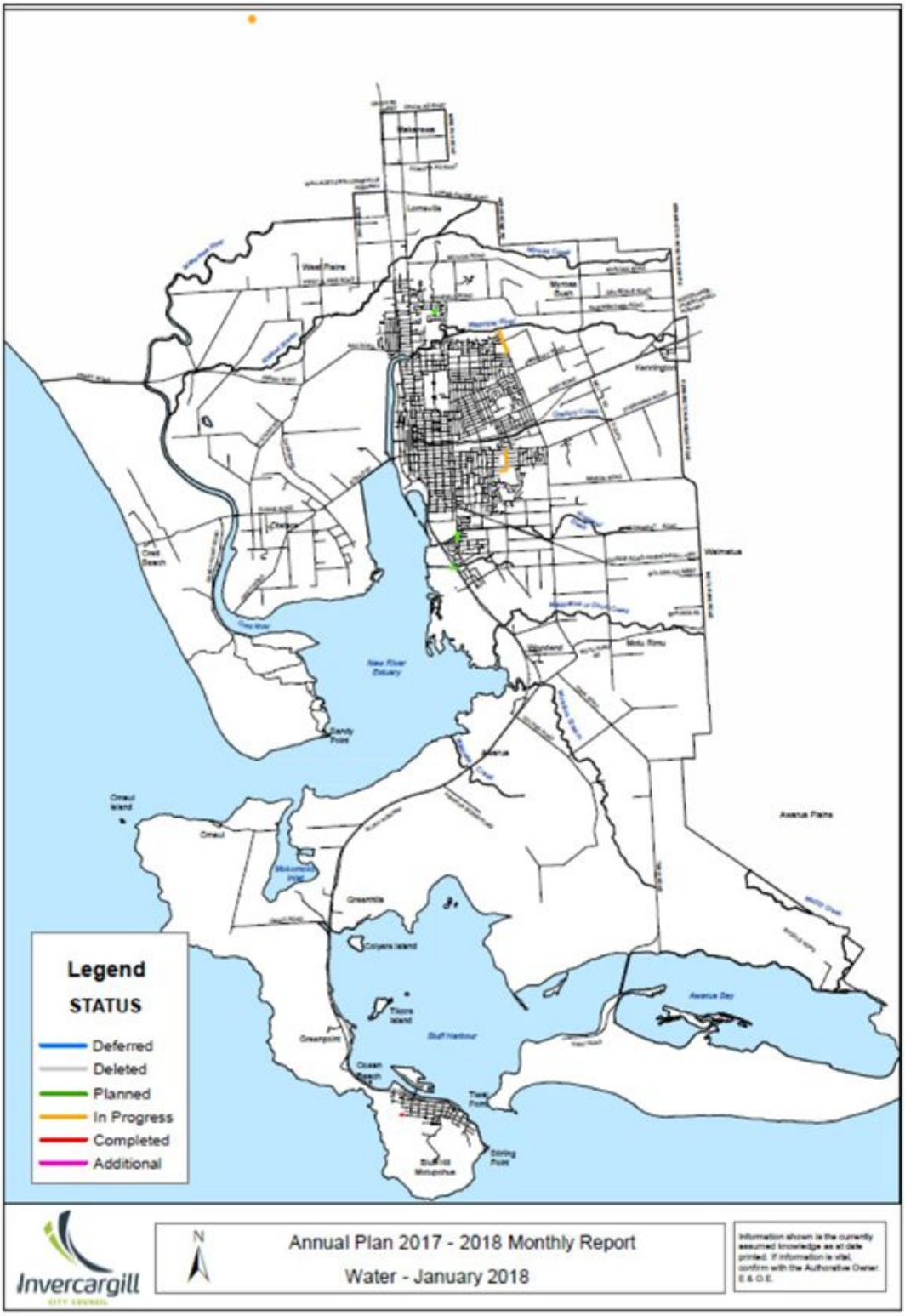
Water Treatment Plant

Location	Activity	Status 2017/18 Annual Plan	Progress to January 2018
Branxholme Treatment Plant	Pump replacement - B Pump	Carry forward	Planned
Branxholme Treatment Plant	Treatment Upgrade	Planned	In Progress

Map of Water Programme – Urban



Map of Water Programme – Rural



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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

MONITORING OF FINANCIAL PERFORMANCE

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

SUMMARY

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

RECOMMENDATIONS

That this report be received

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* Yes.
2.	*Is a budget amendment required?* No.
3.	*Is this matter significant in terms of Council's Policy on Significance?* No.
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No.
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* Not applicable.
6.	*Has the Child, Youth and Family Friendly Policy been considered?* Yes.

FINANCIAL IMPLICATIONS

The financial commentary and financial accounts are provided for information.

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Business Unit **500000 - Works and Services**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	10,644,986	10,764,204	(119,218)	10,883,422	21,528,407
Fees & Charges Revenue	11,223,707	3,951,602	7,272,104	(2,902,074)	8,321,633
Grants & Subsidies Revenue	2,791,988	2,689,574	102,415	3,047,696	5,839,685
Financial Revenue	175,124	309,691	(134,567)	826,314	1,001,438
Total Revenue	24,835,805	17,715,071	7,120,734	11,855,359	36,691,163
Internal Expenditure	6,384,769	5,851,883	532,886	5,318,996	11,703,765
Staff Expenditure	3,943,734	4,209,052	(265,318)	4,490,538	8,434,272
Administration Expenditure	3,674,192	1,137,936	2,536,256	(1,275,674)	2,398,518
Financial Expenditure	642,062	1,082,854	(440,791)	1,523,645	2,165,707
Repairs & Maintenance Expenditure	4,950,461	4,893,298	57,163	4,850,081	9,800,542
Operational Expenditure	12,004,600	8,881,388	3,123,212	5,916,427	17,921,027
Depreciation Expenditure	12,784,377	10,364,940	2,419,437	7,945,503	20,729,880
Total Expenditure	44,384,195	36,421,350	7,962,845	28,769,516	73,153,711
Operating Surplus / (Deficit)	(19,548,390)	(18,706,279)	(842,111)	(16,914,158)	(36,462,548)
Capital Expenditure	5,801,965	9,916,351	(4,114,386)	29,106,384	34,908,350
Capital Funding	1,576,159	1,456,856	119,303	(16,578,814)	(15,002,655)
Cash Back Depreciation	12,765,376	10,349,940	2,415,436	7,934,504	20,699,880
Rates Required	14,161,139	19,729,547	(5,568,408)	21,507,224	35,668,363

Commentary:

Works and Services are $5,568,408 under budget for the first six months of the year. A departmental breakdown and commentary follows.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	1,246,486	1,205,684	40,802	1,164,882	2,411,368
Fees & Charges Revenue	149,278	125,000	24,278	100,722	250,000
Financial Revenue	7,045	0	7,045	(7,045)	0
Total Revenue	1,402,809	1,330,684	72,125	1,258,559	2,661,368
Internal Expenditure	247,373	251,873	(4,500)	256,374	503,747
Staff Expenditure	869,977	847,070	22,906	824,164	1,694,141
Administration Expenditure	71,951	86,032	(14,081)	100,113	172,064
Repairs & Maintenance Expenditure	15,939	44,799	(28,860)	73,659	89,598
Operational Expenditure	100,171	180,888	(80,717)	281,605	381,776
Depreciation Expenditure	109,620	86,998	22,623	64,375	173,995
Total Expenditure	1,415,032	1,497,661	(82,628)	1,600,289	3,015,322
Operating Surplus / (Deficit)	(12,224)	(166,977)	154,753	(341,730)	(353,954)
Capital Expenditure	98,626	0	98,626	(22,798)	75,828
Capital Funding	116,780	0	116,780	(259,670)	(142,890)
Cash Back Depreciation	90,620	71,998	18,622	53,375	143,995
Rates Required	137,010	94,979	42,031	5,886	142,897

Commentary:

The Works and Services administration area is $42,031 over budget for the first six months of the year. The operational activities are underspent but the uplifting of special funds for capital purchases has not occurred.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	0	141	(141)	375	375
Total Revenue	0	141	(141)	375	375
Internal Expenditure	18,027	17,517	509	17,008	35,035
Administration Expenditure	4,016	3,766	250	5,296	9,312
Financial Expenditure	5,395	8,099	(2,704)	10,802	16,197
Repairs & Maintenance Expenditure	21,573	20,465	1,108	19,357	40,930
Operational Expenditure	97,599	97,159	441	96,718	194,317
Depreciation Expenditure	13,779	12,226	1,553	10,673	24,452
Total Expenditure	160,389	159,231	1,157	159,854	320,243
Operating Surplus / (Deficit)	(160,389)	(159,091)	(1,298)	(159,479)	(319,868)
Capital Expenditure	0	28,437	(28,437)	181,875	181,875
Capital Funding	10,536	10,536	0	(144,689)	(134,153)
Cash Back Depreciation	13,779	12,226	1,553	10,673	24,452
Rates Required	157,146	185,838	(28,693)	185,993	343,138

Commentary:

Toilets are $28,693 under budget for the first six months of the year. Capital expenditure is underspent as the location of the new Exeloo is currently being investigated.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	736,992	909,787	(172,795)	1,082,582	1,819,574
Fees & Charges Revenue	21,846	24,730	(2,884)	41,154	63,000
Financial Revenue	1,295	0	1,295	(1,295)	0
Total Revenue	760,133	934,517	(174,384)	1,122,441	1,882,574
Internal Expenditure	192,954	192,954	0	192,953	385,907
Staff Expenditure	576,890	694,908	(118,018)	812,927	1,389,817
Administration Expenditure	41,123	38,625	2,498	36,127	77,250
Repairs & Maintenance Expenditure	258	1,750	(1,492)	3,242	3,500
Operational Expenditure	3,890	13,050	(9,160)	22,210	26,100
Depreciation Expenditure	2,946	3,025	(79)	3,104	6,050
Total Expenditure	818,060	944,312	(126,252)	1,070,564	1,888,624
Operating Surplus / (Deficit)	(57,927)	(9,795)	(48,132)	51,877	(6,050)
Capital Expenditure	1,173	0	1,173	3,989	5,162
Capital Funding	0	0	0	(5,162)	(5,162)
Cash Back Depreciation	2,946	3,025	(79)	3,104	6,050
Rates Required	56,154	6,770	49,384	(56,154)	(0)

Commentary:

Engineering Services are $49,384 over budget for the first six months of the year.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	765,197	765,197	(0)	765,197	1,530,394
Fees & Charges Revenue	26,723	0	26,723	(26,723)	0
Financial Revenue	550	0	550	(550)	0
Total Revenue	792,470	765,197	27,273	737,924	1,530,394
Internal Expenditure	133,317	133,317	(0)	133,318	266,635
Staff Expenditure	640,399	602,897	37,502	565,395	1,205,794
Administration Expenditure	6,605	4,894	1,711	3,184	9,789
Financial Expenditure	0	1,588	(1,588)	3,176	3,176
Repairs & Maintenance Expenditure	102	0	102	(102)	0
Operational Expenditure	18,812	20,000	(1,188)	21,188	40,000
Depreciation Expenditure	603	4,500	(3,897)	8,397	9,000
Total Expenditure	799,838	767,197	32,641	734,556	1,534,394
Operating Surplus / (Deficit)	(7,368)	(2,000)	(5,368)	3,368	(4,000)
Capital Expenditure	1,565	0	1,565	3,435	5,000
Cash Back Depreciation	603	4,500	(3,897)	8,397	9,000
Rates Required	8,331	(2,500)	10,831	(8,331)	0

Commentary:

The 3 Waters are $10,831 over budget for the first six months of the year. Staff expenditure was up this month which will balance out over the following months.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	282,884	271,121	11,763	392,116	675,000
Financial Revenue	53,460	0	53,460	316,540	370,000
Total Revenue	336,344	271,121	65,223	708,656	1,045,000
Internal Expenditure	868,707	634,176	234,532	399,644	1,268,351
Staff Expenditure	773	0	773	(773)	0
Administration Expenditure	166,790	151,007	15,783	222,503	389,292
Financial Expenditure	99,558	195,006	(95,448)	290,454	390,012
Repairs & Maintenance Expenditure	372,021	792,105	(420,085)	1,212,190	1,584,211
Operational Expenditure	866,553	673,208	193,345	479,864	1,346,416
Depreciation Expenditure	3,449,275	2,304,534	1,144,741	1,159,793	4,609,068
Total Expenditure	5,823,677	4,750,036	1,073,640	3,763,675	9,587,351
Operating Surplus / (Deficit)	(5,487,333)	(4,478,915)	(1,008,418)	(3,055,018)	(8,542,351)
Capital Expenditure	1,580,888	3,139,417	(1,558,529)	6,986,009	8,566,897
Capital Funding	342,265	343,727	(1,462)	(3,744,013)	(3,401,748)
Cash Back Depreciation	3,449,275	2,304,534	1,144,741	1,159,793	4,609,068
Rates Required	3,961,210	5,657,524	(1,696,314)	5,137,221	9,098,432

Commentary:

Drainage are $1,696,314 under budget for the first six months of the year. The Operational account is in deficit due to higher than budgeted depreciation expenditure, subsequent to asset revaluations in June. Capital expenditure is below budget. Most projects have been committed, and good progress is being made, but expenditure remains below year to date budgets.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	2,597,118	2,589,912	7,206	2,582,707	5,179,824
Fees & Charges Revenue	368,063	395,429	(27,367)	572,554	940,617
Financial Revenue	1,550	0	1,550	(1,550)	0
Total Revenue	2,966,730	2,985,341	(18,611)	3,153,711	6,120,441
Internal Expenditure	1,050,062	954,440	95,622	858,818	1,908,880
Staff Expenditure	1,249,653	1,417,695	(168,042)	1,595,098	2,844,751
Administration Expenditure	16,111	22,258	(6,147)	35,631	51,742
Financial Expenditure	0	258	(258)	516	516
Repairs & Maintenance Expenditure	98,043	104,002	(5,959)	109,961	208,003
Operational Expenditure	324,577	383,008	(58,431)	441,439	766,016
Depreciation Expenditure	163,558	123,344	40,214	83,130	246,687
Total Expenditure	2,902,003	3,005,004	(103,001)	3,124,593	6,026,596
Operating Surplus / (Deficit)	64,727	(19,662)	84,389	29,119	93,846
Capital Expenditure	242,616	0	242,616	378,562	621,178
Capital Funding	0	0	0	(280,645)	(280,645)
Cash Back Depreciation	163,558	123,344	40,214	83,130	246,687
Rates Required	14,331	(103,682)	118,013	(14,331)	(0)

Commentary:

Parks Ops are $118,013 over budget for the first six months of the year. All operation areas are close to budgets for this time of the year. Capital purchases still to be completed before the end of the financial.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	2,894,216	2,894,217	(0)	2,894,217	5,788,433
Fees & Charges Revenue	5,374	364	5,010	326	5,700
Financial Revenue	0	74,000	(74,000)	148,000	148,000
Total Revenue	2,899,590	2,968,580	(68,990)	3,042,543	5,942,133
Internal Expenditure	230,989	216,583	14,406	202,177	433,166
Administration Expenditure	454,122	385,720	68,402	270,590	724,713
Financial Expenditure	144,961	297,752	(152,791)	450,543	595,504
Repairs & Maintenance Expenditure	522,427	632,999	(110,571)	743,570	1,265,997
Operational Expenditure	618,357	572,867	45,491	527,376	1,145,733
Depreciation Expenditure	1,816,434	863,947	952,487	(88,540)	1,727,894
Total Expenditure	3,787,291	2,969,867	817,424	2,105,716	5,893,007
Operating Surplus / (Deficit)	(887,701)	(1,287)	(886,414)	936,827	49,126
Capital Expenditure	320,485	1,005,398	(684,913)	8,420,670	8,741,155
Capital Funding	389,206	363,592	25,615	(7,353,341)	(6,964,135)
Cash Back Depreciation	1,816,434	863,947	952,487	(88,540)	1,727,894
Rates Required	(219,043)	506,329	(725,372)	219,043	0

Commentary:

Property are $725,372 under budget for the first six months of the year. Financial expenditure is underspent because loans have not been drawn down for project work which is due to commence imminently. Repairs and Maintenance expenditure's current underspend is due in part to repairs and maintenance which will be undertaken in conjunction with project construction periods. Operational expenditure is currently overspent and this will correct itself over the duration of the financial year.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	0	39,360	(39,360)	78,719	78,719
Fees & Charges Revenue	455,356	458,898	(3,541)	494,417	949,773
Grants & Subsidies Revenue	2,783,197	2,681,417	101,780	3,046,867	5,830,064
Financial Revenue	27,054	180,552	(153,498)	336,077	363,131
Total Revenue	3,265,607	3,360,226	(94,619)	3,956,080	7,221,687
Internal Expenditure	614,064	639,884	(25,820)	665,703	1,279,767
Administration Expenditure	65,214	243,878	(178,664)	441,340	506,554
Financial Expenditure	43,634	81,239	(37,605)	118,845	162,479
Repairs & Maintenance Expenditure	1,680,322	610,636	1,069,686	(459,050)	1,221,273
Operational Expenditure	1,067,487	1,926,194	(858,707)	2,813,151	3,880,638
Depreciation Expenditure	4,746,375	4,919,463	(173,088)	5,092,551	9,838,926
Total Expenditure	8,217,096	8,421,294	(204,198)	8,672,540	16,889,636
Operating Surplus / (Deficit)	(4,951,489)	(5,061,068)	109,579	(4,716,460)	(9,667,949)
Capital Expenditure	2,866,812	3,330,043	(463,231)	6,077,489	8,944,300
Capital Funding	334,511	352,602	(18,092)	(1,067,357)	(732,846)
Cash Back Depreciation	4,746,375	4,919,463	(173,088)	5,092,551	9,838,926
Rates Required	3,406,436	3,824,250	(417,813)	4,634,041	8,040,477

Commentary:

The Roading Budget is $417,813 under budget for the first six months of the year.

- The Land Transport budget area is $110,854 overspent for the first six months of the year.
- Maintenance and Operations is higher than budget due to preparation of works including kerbing for the resealing works.
- Renewals are behind budget due to being early in the construction season.
- The Improvements projects are behind budget due to the 11 year streetlight project being deferred to enable the LED renewals to occur from a funding and availability of contractor's perspective.
- The Parking budget is $18,482 underspent for the first six months of the year.
- Revenue is close to budget with some operational costs being unspent. No capital expenditure has occurred for the year to date.
- The Footpath budget is $191,807 underspent for the first six months of the year.
- Good progress on the renewals projects is being made. However part of the programme being the safety footpath at Bluff has yet to be confirmed as to the scope of the works. The contractor is making progress but is still behind the desired programme. There are works planned for Bluff which are yet to be agreed and have not commenced.
- The Streetworks budget is underspent by $282,878 for the first six months of the year.
- Some operational costs are underspent and these costs are planned to be utilised as part of the funding needed to meet the LED local share.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	660,186	625,656	34,529	778,679	1,438,865
Financial Revenue	32,213	0	32,213	(32,213)	0
Total Revenue	692,398	625,656	66,742	746,466	1,438,865
Internal Expenditure	824,902	669,742	155,160	514,582	1,339,484
Staff Expenditure	327	0	327	(327)	0
Administration Expenditure	96,373	48,347	48,027	20,967	117,340
Financial Expenditure	281,882	472,738	(190,856)	663,594	945,476
Repairs & Maintenance Expenditure	357,352	765,764	(408,412)	1,174,175	1,531,527
Operational Expenditure	698,308	774,705	(76,396)	851,101	1,549,410
Depreciation Expenditure	1,891,918	1,615,715	276,203	1,339,512	3,231,430
Total Expenditure	4,151,063	4,347,010	(195,946)	4,563,603	8,714,667
Operating Surplus / (Deficit)	(3,458,665)	(3,721,353)	262,688	(3,817,137)	(7,275,802)
Capital Expenditure	442,609	1,938,345	(1,495,736)	4,019,517	4,462,125
Capital Funding	341,963	345,501	(3,538)	(1,300,326)	(958,363)
Cash Back Depreciation	1,891,918	1,615,715	276,203	1,339,512	3,231,430
Rates Required	2,351,318	4,389,484	(2,038,165)	5,196,816	7,548,134

Commentary:

Water are $2,038,165 under budget for the first six months of the year. Revenue continues to head budget. Total expenditure in the operational area lags budget due to repairs and maintenance expenditure being down. Capital expenditure is well behind budget because of a late committment to Capital Works and is the main influence of the water account surplus to date.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	1,508,328	1,479,047	29,280	1,449,767	2,958,095
Fees & Charges Revenue	1,831,017	839,106	991,911	(325,114)	1,505,903
Grants & Subsidies Revenue	8,791	8,157	635	829	9,621
Financial Revenue	27,907	45,093	(17,186)	72,400	100,307
Total Revenue	3,376,043	2,371,403	1,004,640	1,197,883	4,573,926
Internal Expenditure	1,144,140	1,104,057	40,083	1,063,974	2,208,113
Staff Expenditure	604,313	646,481	(42,168)	695,456	1,299,769
Administration Expenditure	97,166	129,047	(31,882)	176,424	273,590
Financial Expenditure	35,518	26,174	9,344	16,829	52,347
Repairs & Maintenance Expenditure	1,882,424	1,920,778	(38,355)	1,973,079	3,855,503
Operational Expenditure	1,630,840	1,131,419	499,421	631,998	2,262,838
Depreciation Expenditure	398,589	261,727	136,862	124,865	523,455
Total Expenditure	5,792,989	5,219,683	573,306	4,682,626	10,475,615
Operating Surplus / (Deficit)	(2,416,946)	(2,848,280)	431,335	(3,484,743)	(5,901,689)
Capital Expenditure	237,142	424,711	(187,570)	2,771,045	3,008,187
Capital Funding	40,900	40,900	0	(2,226,970)	(2,186,071)
Cash Back Depreciation	398,589	261,727	136,862	124,865	523,455
Rates Required	2,296,398	3,052,164	(755,766)	3,903,953	6,200,350

Commentary:

Parks Assets are $755,766 under budget for the first six months of the year. As previously reported revenue for forestry operations is reported under Fees and Charges and this year income has exceed expectations. To achieve this, operational expenditure has also increased as this involved contractors cost in extraction and transporting the logs. The increased forestry activity will have a flow on effect as some of this additional revenue will be required for tending and silverculture of the new crop.

All other accounts are tracking as expected for this portion of the financial year and also considering the changed climatic conditions that we have been experiencing.

Capital expenditure is expected to balance out by the end of the financial year.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	896,650	881,000	15,650	865,350	1,762,000
Fees & Charges Revenue	958,230	1,211,157	(252,928)	1,534,170	2,492,400
Financial Revenue	24,050	10,046	14,004	(4,050)	20,000
Total Revenue	1,878,930	2,102,204	(223,274)	2,395,470	4,274,400
Internal Expenditure	1,060,235	1,037,340	22,895	1,014,445	2,074,680
Administration Expenditure	37,457	24,363	13,094	29,415	66,872
Operational Expenditure	2,938,779	3,108,892	(170,113)	3,389,004	6,327,783
Depreciation Expenditure	191,280	169,461	21,819	147,643	338,923
Total Expenditure	4,227,750	4,340,055	(112,305)	4,580,508	8,808,258
Operating Surplus / (Deficit)	(2,348,820)	(2,237,852)	(110,968)	(2,185,038)	(4,533,858)
Capital Expenditure	10,050	50,000	(39,950)	286,593	296,643
Capital Funding	0	0	0	(196,643)	(196,643)
Cash Back Depreciation	191,280	169,461	21,819	147,643	338,923
Rates Required	2,167,591	2,118,390	49,200	2,127,345	4,294,936

Commentary:

Solid Waste are $49,200 over budget for the first six months. Both operational income and expenditure are below year to date budget, with the net result after add back of depreciation being a deficit of $89,149 (4% of year to date budget). Capital expenditure is below budget, but with some expenditure planned over coming months.

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

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	6,464,751	0	6,464,751	(6,464,751)	0
Total Revenue	6,464,751	0	6,464,751	(6,464,751)	0
Staff Expenditure	1,402	0	1,402	(1,402)	0
Administration Expenditure	2,617,266	0	2,617,266	(2,617,266)	0
Financial Expenditure	31,114	0	31,114	(31,114)	0
Operational Expenditure	3,639,226	0	3,639,226	(3,639,226)	0
Total Expenditure	6,289,008	0	6,289,008	(6,289,008)	0
Operating Surplus / (Deficit)	175,743	0	175,743	(175,743)	0
Rates Required	(175,743)	0	(175,743)	175,743	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: **COUNCILLOR CRACKETT**

MEETING DATE: **MONDAY 5 MARCH 2018**

SOUTHLAND CYCLING STRATEGY

Report Prepared by: Robin Pagan – Parks Manager
Russell Pearson – Roading Manager

SUMMARY

Cycling is important to contribute to Southland's socio-economic and population development by increasing the attractiveness of the region as a family friendly place to live and visit.

Cycling is also an important modal choice for transport and Invercargill is well suited with its flat terrain and wide streets.

The Cycling Governance Group has been established and a brand – Ride Southland agreed.

The Governance Group is looking at how better coordination can occur and how additional resource could be funded.

RECOMMENDATIONS

That Council receives this report

AND

If the Cycling Strategy is available, to receive it as a tabled item.

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* No.
2.	*Is a budget amendment required?* No.
3.	*Is this matter significant in terms of Council's Policy on Significance?* No.
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No.
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* Yes. As projects develop through the Strategy, these will be brought through Councils meeting procedures for consideration.

6.	*Has the Child, Youth and Family Friendly Policy been considered?* Yes. The Strategy looks to improve Cycling safety and availability for families and individuals.

FINANCIAL IMPLICATIONS

None at present. Future projects which are identified and agreed by Council will require funding through the budgeting and approval process. Adoption of the strategy would give a solid platform to qualify applications for funding to external sources for these projects such as the Regional Land Transport Plan (RLTP) and National Land Transport Plan (NLTP).

BACKGROUND

The Southland Cycling Strategy was presented to Council in May 2017 at which time the strategy was received but not adopted.

Over the following months, the Governance Structure has been implemented with Councillor Crackett representing our Council and being the Chair of the now named Group – Ride Southland. This Governance Group has representatives from the four Southland Councils (Invercargill City Council, Southland District Council, Gore District Council and Environment Southland) along with New Zealand Transport Agency, Department of Conservation and three industry representatives.

Further work has recently been undertaken on the Strategy document to align it with NZTA's business case framework to ensure it can be used in further business case development for projects that may qualify for funding from the NLTP and RLTP. It was hoped to be able to seek Council's consideration of the Strategy at this round of Council meetings. The final document is being reviewed by the Governance Group, and if agreed, will be included in the full Council agenda for adoption.

The Strategy Vision is:

Our aim is to improve cycling safety and participation in Southland.

The Southland Cycling Strategy builds on the community's interest in cycling to develop improved cycling opportunities and ensuring benefits to Southland's community through:

- improved health through participation in exercise that reduces the ill-health caused by sedentary lifestyles
- improved liveability through encouraging the community to move around in congregate and meet people in their neighbourhoods, towns and cities
- lifestyle advantages through opportunities for outdoor recreation and sport participation that contribute to making Southland a desirable place to live
- provision of a safe, usable and sustainable transport method as part of an integrated land transport system that meets peoples' needs and has less impact on the environment
- contributing to economic diversification of the region through attraction of cycle tourists and provision of cycling-related services
- supporting the development of cycling skills from learning to ride and return riders, to enhancing cycling skills of elite riders

The Strategy also aligns with the New Zealand Government's actions to provide for safe, accessible cycling as transport mode and recreational and tourism activity providing health, lifestyle and local economic benefits.

The role of the Strategy is to support decision making and coordination across the region and confirms that each council is responsible to have control over projects which it decides to undertake.

The opportunity to better coordinate cycling has been highlighted by the Governance Group and how this may be funded is currently being considered. This role would support and work closely with the community to provide education and coordination to cycling to promote cycling as a safe and healthy travel option. There are many activities in the community and cycling would greatly benefit from having a common point of contact that would be able to assist with the events, work closely with existing groups and facilitate educational opportunities to ensure that participation in cycling does grow.

The role is seen as a shared role with contributions from each Council being one model for consideration.

Currently no budget has been allocated for this position but Councils will be asked to consider this.

CONCLUSION

Cycling is important to contribute to Southland's socio-economic and population development by increasing the attractiveness of the region as a family friendly place to live and visit.

Cycling is also an important modal choice for transport and Invercargill is well suited with its flat terrain and wide streets.

The Cycling Strategy has been updated and will be presented to Council at the earliest time for consideration.

Council is asked to consider if contributing to a shared coordination role is appropriate.

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

TEMPORARY ROAD CLOSURE – ANZAC PARADE

Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

Council has received a request for a temporary road closure for the ANZAC Parade this April.

Council is being asked to consider this 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 impending traffic.

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.	*Has this been provided for in the Long Term Plan/Annual Plan?* No
2.	*Is a budget amendment required?* No
3.	*Is this matter significant in terms of Council's Policy on Significance?* No
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* No. The Local Government Act 1974 Section 342 does not require consultation.
6.	*Has the Child, Youth and Family Friendly Policy been considered?* 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 impede 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	Wednesday 25 April 2018	6.00 am to 9.00 am	ANZAC Parade
Victoria Avenue – Dee to Kelvin			

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.

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

EXCHANGE OF LAND – STOPPING OF ROAD – SOUTHERN GREENWAY

Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

A request is being made to stop roads adjacent to the Southern Greenway along Scott Street and elsewhere where, subject to the stopping being considered and approved, land can be exchanged with Parks.

Council's approval is sought to commence the process to consult on this road stopping.

RECOMMENDATIONS

That approval is given to commence the consultation to consider the stopping of legal road for the Southern Greenway as per the attached plans such that, if the road can be stopped, that an exchange of land can be undertaken with Parks.

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* No
2.	*Is a budget amendment required?* No
3.	*Is this matter significant in terms of Council's Policy on Significance?* No, it is minor in nature but provides future options for Roading
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* Consultation is yet to be undertaken and is the first step in this process
6.	*Has the Child, Youth and Family Friendly Policy been considered?* Yes, but no impact

FINANCIAL IMPLICATIONS

None.

BACKGROUND

In 2011 Council considered a request to exchange land with Roading. The Roading process was not undertaken and accordingly the exchange has not occurred.

This report seeks Council's approval that the process of consulting to stop parts of the roads adjacent to the Southern Greenway is undertaken. These are typically not required for roading or are in excess of that which is required and will have no impact now or in the future for Roading. Attached in ***Appendix 1*** are the plans proposed. These plans are slightly different to those in 2011, with the section from Boxall Street to Rockdale Road now proposed as one section of reserve.

The purpose of the exchange is such that a formalisation of the greenway can occur and potentially development undertaken of cycleways and other improvements with some future certainty. Another benefit is that some areas of previous reserve, upon lifting of the status and exchange occurring, can be available for future roading improvements where previously there has been insufficient road land available.

Some consultation will need to occur with some of the adjacent land owners as part of the process.

CONCLUSION

These areas of road are not specifically required for roading purposes and the benefits of stopping and arranging an exchange are sufficient to undertake the process.

The approval sought will allow the roading process to commence and consultation commence.

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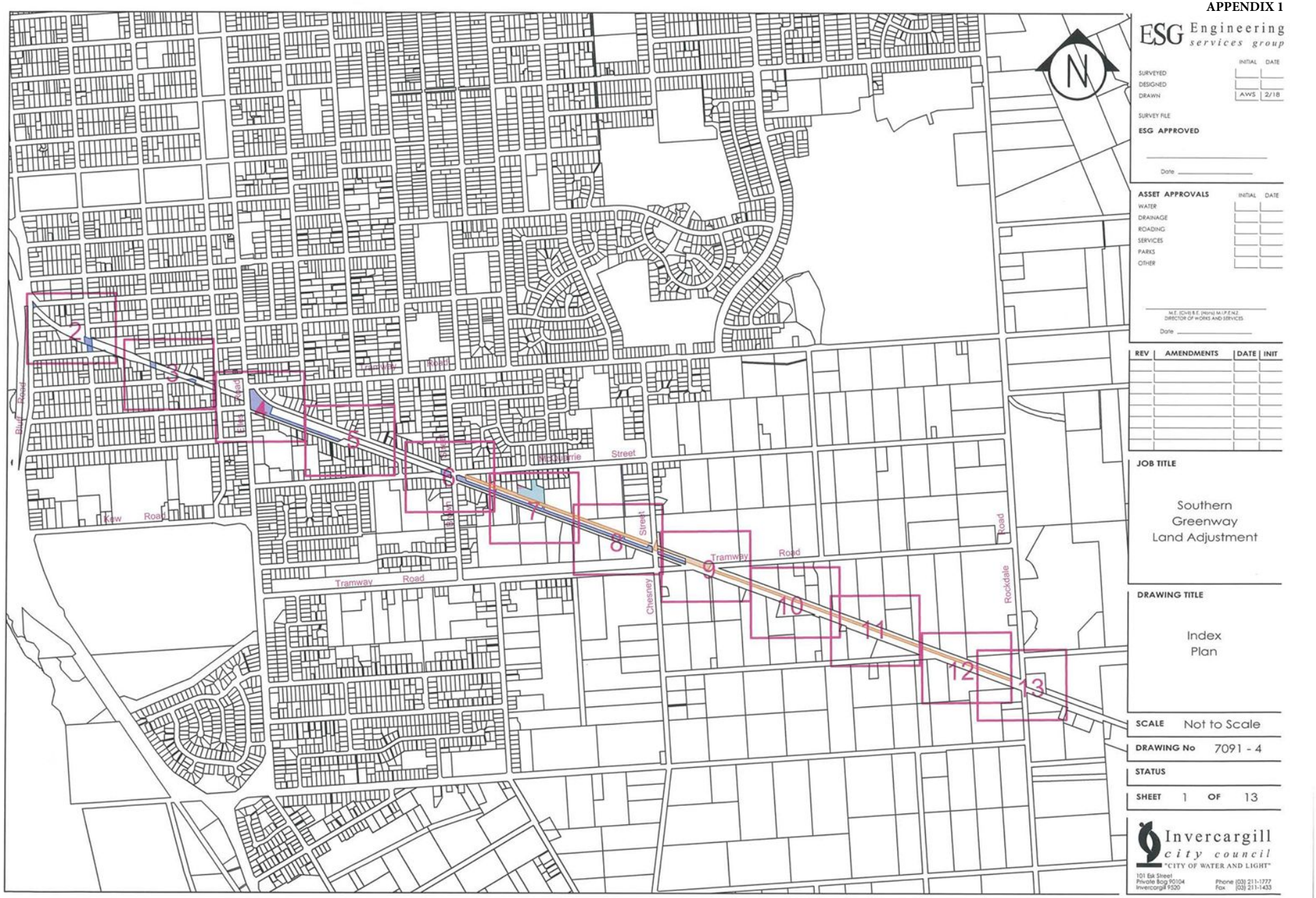
APPENDIX 1



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Moulson Street
Brown Street
McQuarrie Street
Scott Street
800m²
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- Areas to become reserve after road closed
- Easement
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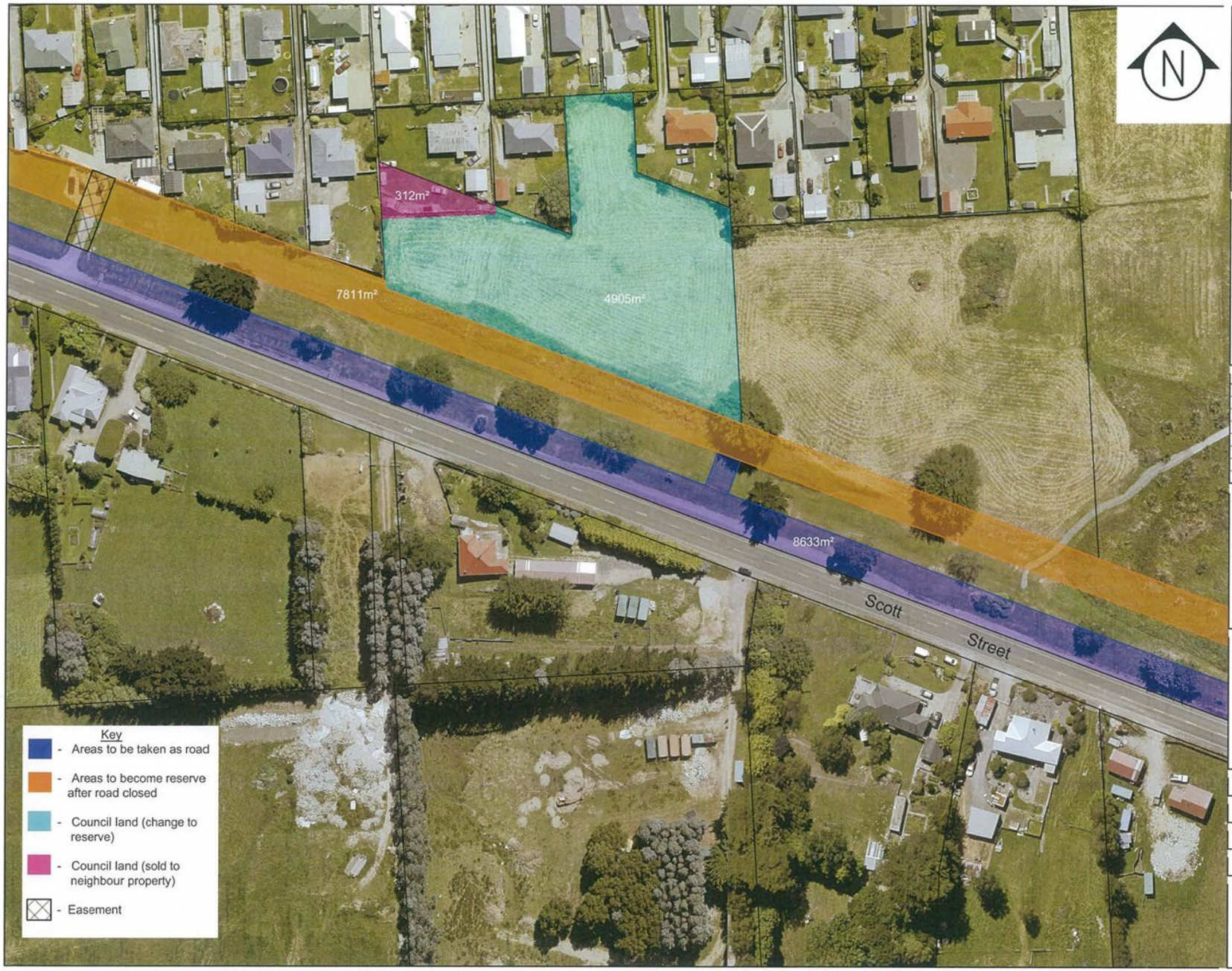

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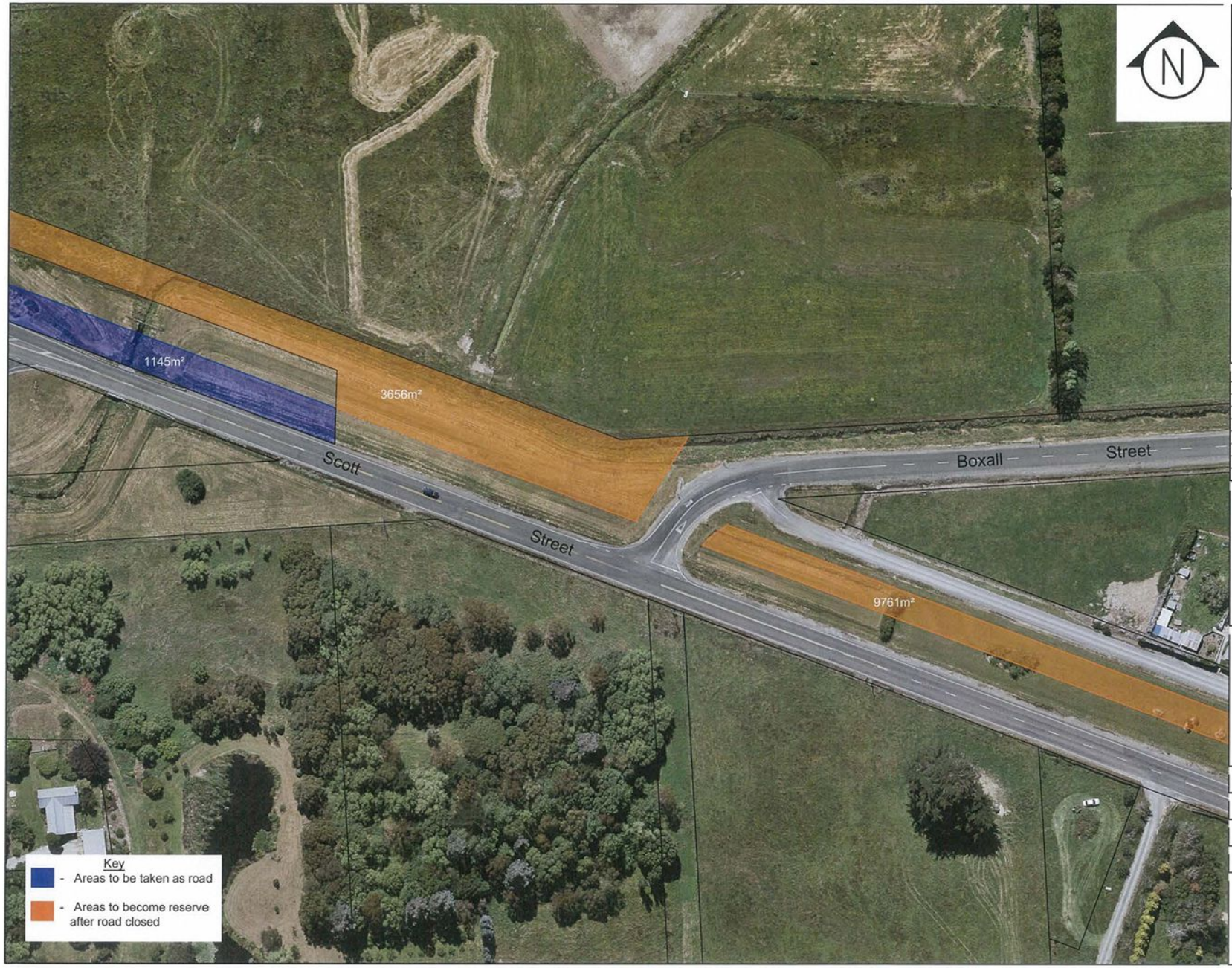

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Date

ASSET APPROVALS	INITIAL	DATE
WATER		
DRAINAGE		
ROADING		
SERVICES		
PARKS		
OTHER		

M.E. (Civil) B.E. (Hons) M.I.P.E.N.Z.
DIRECTOR OF WORKS AND SERVICES

Date

REV	AMENDMENTS	DATE	INIT

JOB TITLE

Southern Greenway Land Adjustment

DRAWING TITLE

Plan

SCALE 1 : 1000 at A3

DRAWING No 7091 - 4

STATUS

SHEET 12 OF 13

Invercargill city council
"CITY OF WATER AND LIGHT"

101 Esk Street
Private Bag 90104
Invercargill 9320
Phone (03) 211-1777
Fax (03) 211-1433

ESG Engineering services group

	INITIAL	DATE
SURVEYED		
DESIGNED		
DRAWN	AWS	2/18

SURVEY FILE

ESG APPROVED

Date

ASSET APPROVALS	INITIAL	DATE
WATER		
DRAINAGE		
ROADING		
SERVICES		
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OTHER		

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

CITY WATER RESTRICTIONS JANUARY / FEBRUARY 2018

Report Prepared by: Alister Murray, Water Manager

SUMMARY

- The recent drought resulted in severe and unpopular water restrictions being applied to the domestic properties of Invercargill and Bluff.
- The restrictions were not universally observed.
- Extending the restrictions to exclude or restrict water sales to tanker operators or businesses would not have averted the restrictions on domestic properties.
- The situation was serious and could have been critical to Invercargill's water supply by 7 February 2018 if rainfall had not occurred.
- The experience serves as a reminder of the need to develop an alternative / emergency water supply.

RECOMMENDATIONS

That this report be received.

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* N/A.
2.	*Is a budget amendment required?* N/A.
3.	*Is this matter significant in terms of Council's Policy on Significance?* N/A.
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* None, already included.
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* N/A.
6.	*Has the Child, Youth and Family Friendly Policy been considered?* N/A.

FINANCIAL IMPLICATIONS

Nil.

BACKGROUND

This report is intended to give Councillors an overview of the recent water restrictions event and to demonstrate the potential seriousness of the situation with respect to the ongoing supply of water.

The Situation

Following a prolonged period of no significant rainfall within Southland, the Oreti River fell to very low flow rates. Most years during January flows may drop down to rates of around 6 cubic metres per second (cumecs) but are restored by rainfall, as January is typically a 'wet' month, to rates above 20 plus cumecs. In fact, floods are not uncommon in January. This year January started off at around 6 cumecs, and then dropped to 5 by mid-month with no obvious prospect of rainfall. The flow rates referred to above are as measured at the Riverton Highway Bridge at Wallacetown.

Council has a permit to draw water from the Oreti River as issued by Environment Southland. This permit has conditions which are as recorded below:

Rates of Abstraction

2. This consent authorises abstraction of water from the Oreti River as follows:

   (a) up to 47,200cubic metres per day;
   (b) the maximum rate of abstraction shall not exceed 546 litres per second.

3. The rate of abstraction shall not exceed 20% of the river flow. The proportion of abstraction is to be calculated as follows:

$$\frac{\text{rate of abstraction} \times 100}{\text{rate of abstraction} + \text{river flow}}$$

Note 1: River flow is as measured at the Southland Regional Council's Riverton Highway Bridge monitoring site.

Note 2: Rate of abstraction is the instantaneous rate (measured in litres/second) and includes the additional water taken for filter backwashing.

Water Conservation Measures

4. A When flow in the Oreti River, as determined at the Southland Regional Council's Riverton Highway Bridge monitoring site, falls to, and remains at or below:

(a) 4 cubic metres per second, the consent holder shall institute the following water conservation measures:

(i) issue public notification of the need to conserve water;

(ii) prohibit domestic unattended hosing/sprinklers.

(b) 3.2 cubic metres per second, the consent holder shall institute the following water conservation measures:

(i) re-issue public notification of the need to conserve water, with reinforcement (water conservation hints)

(ii) prohibit all domestic outside use of water.

Note: It is anticipated that adoption of the conservation measures will result in the consent holder's average daily abstraction rate being 0.42 cumecs or less after imposition of the first measure, and 0.35 cumecs or less after the second measure is imposed.

B The conservation measures required in Condition 4A may, at the request of the consent holder, be waived by the Council's General Manager or Director of Environmental Management, in consultation with Fish and Game New Zealand (Southland Region), the Department of Conservation (Southland Conservancy) and Te Ao Marama Inc., if there is a reasonable expectation that river flow will shortly rise above the flows specified in Condition 4A(a) or (b).

On Monday 22 January 2018 the flow rate had reduced to 4.56 cumecs, so arrangements were made to apply the first restriction as per 4A(a) above, with effect from the following day being Tuesday 23 January. However the river flow continued to decrease and so the second restriction as per 4B(b) was applied with effect from Sunday 28 January. After rainfall and consequent rise in river flow, all restrictions were lifted on Friday 2 February. In summary, restrictions were in place over a period of 10 days with the most rigorous being in place for five days.

Public Response

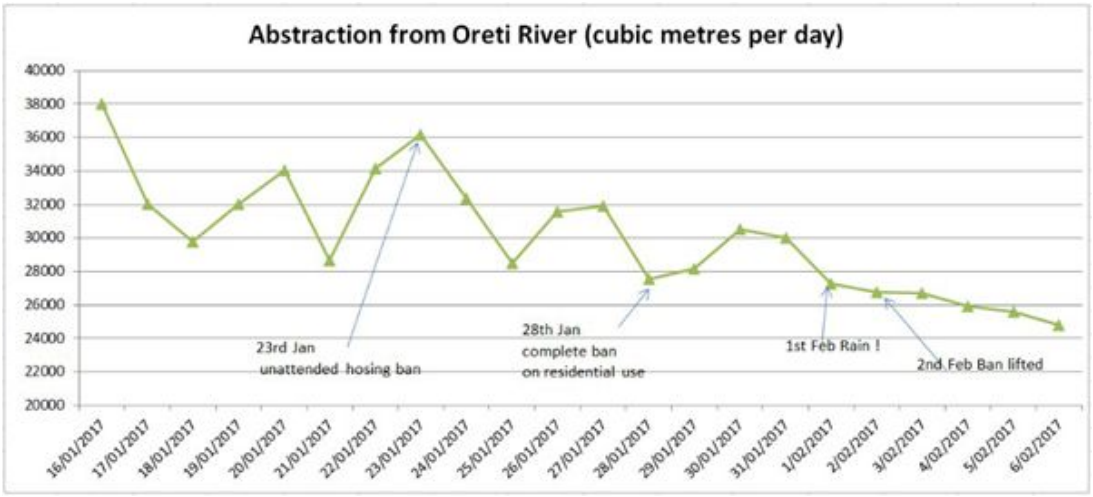
Given the developing dry conditions over the December / January period and the fact that restrictions had been in place in the neighbouring Southland and Gore areas, the first restriction was hardly a surprise. However the second restriction was not received well, with Council receiving public criticism. Criticism centred on four issues:

a. Council allowed water blasting to proceed at the Southland Museum.
b. Council permitted the continuance of water sales to water tanker operators.
c. Gardeners felt unfairly treated, especially those who relied on their garden's produce to offset their grocery bill.
d. Why were businesses, especially those with obvious water usage, allowed to carry on unabated while domestic hosing was prohibited?

In regard to a, b and d above, as can be seen from the water permit conditions, restrictions were only for the domestic situation and so Council in applying those restrictions were meeting obligations as stipulated by Environment Southland. Council could have taken the

decision to expand restrictions over and above those required by its permit but such a move would not have benefited the community other than to make more water users aggrieved.

The effectiveness of the application of the restrictions in reducing water demand can be judged by the graph below.

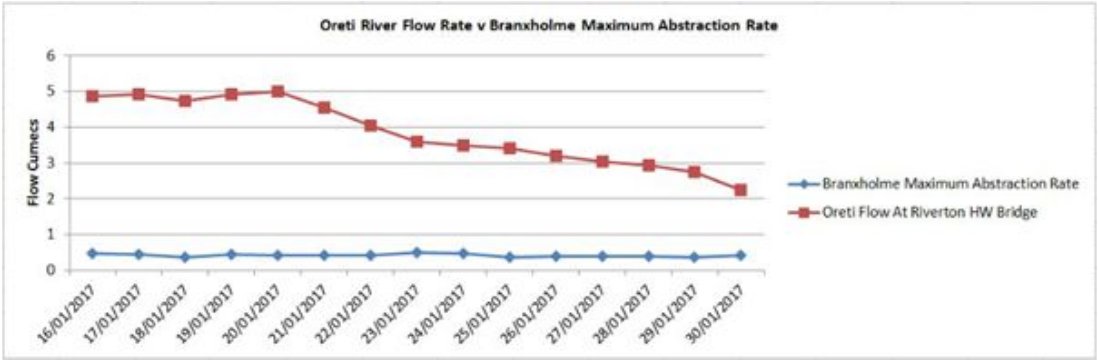


As can be seen, the application of restrictions did reduce demand initially but demand did increase in succeeding days although not to the same level as prior.

Reports to Council of non compliance with restrictions were acted upon by a visit to the offender. It is apparent that the restrictions were not universally observed.

There is a popular misconception that extending the restrictions, especially banning all sales to tanker operators as well as restricting non domestic use, would have made more water available and averted or delayed the need for the second ban of restriction on outside domestic water use. This is incorrect! The restrictions required by the permit have been set to safeguard the Oreti River environment. Once the river flow has decreased to those trigger flows set in the permit, the river environment is considered to be highly stressed. Hosing by domestic properties accounts for 10-15% of Invercargill's water demand during dry periods, thus its restriction, then stoppage, as the river flows continue to fall is considered the most effective way to provide relief to the river environment. Because the river flow was falling due to lack of rain rather than the Invercargill demand, the impact of the tanker water demand on delaying the occurrence the trigger flows would be in terms of hours, rather than days. That is to say that the river flows were falling naturally to the trigger flows anyway and restriction of the Invercargill water demand would not have prevented that nor had any real effect on the timing of when they were reached.

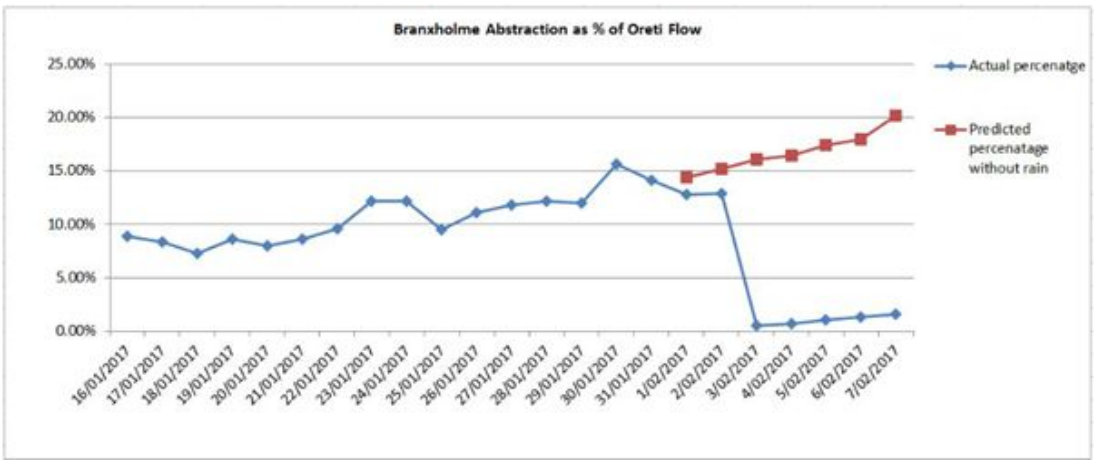
The relativity of the Branxholme abstraction compared to the Oreti River flow is as demonstrated in the graph below:



As can be seen the Branxholme abstraction is normally much smaller than the Oreti River Flow. Its variation is almost undetectable compared to that of the Oreti River. However, its significant does grow as the Oreti flow dips.

Where We Were Heading

On 31 January 2018 the Oreti River flow had dropped to 2.4 cumecs. If rain had not arrived as it did on 1 February, it is forecast that the flow would have further decreased to 1.4 cumecs on 7 February – refer graph below.



The flow of 1.4 cumecs has significance in that it represents the situation whereby the Invercargill demand would have been subject to the 20% limitation as imposed by condition 3 of the water permit – see above. If the river flow had fallen to that level then further reduction would have been required to keep within the 20% limitation. That would have required the close down of business and industry, resulting in an adverse economic impact on livelihoods.

CONCLUSION

The January drought:

a. Had an adverse impact on the community which, if continued for another week, would have resulted in the closedown of business and industry.
b. Reinforces the need to develop an alternative water supply with a lower risk exposure to drought.
c. The water restrictions were not universally observed.

****

TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

BLUFF BOAT RAMP UPGRADE

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

On 4 December 2017 a report was submitted looking at options on the upgrade of the boat ramp at 248 Foreshore Road, Bluff. This report provides an update on the final estimate of costings for the project.

RECOMMENDATIONS

That this report is received and a direction be given on the extent of work that Council wishes to be undertaken and permission to seek additional funders.

IMPLICATIONS

1.	*Has this been provided for in the Long Term Plan/Annual Plan?* Yes.
2.	*Is a budget amendment required?* This will depend on the extent of the project.
3.	*Is this matter significant in terms of Council's Policy on Significance?* No.
4.	*Implications in terms of other Council Strategic Documents or Council Policy?* No.
5.	*Have the views of affected or interested persons been obtained and is any further public consultation required?* Yes, some key stakeholders and affected parties have been consulted on the options being investigated prior to determining this preferred option.
6.	*Has the Child, Youth and Family Friendly Policy been considered?* Yes, the ramp is a community facility.

FINANCIAL IMPLICATIONS

A budget of $500,000 funded from loans has been allocated. Additional funding will be required to complete the project and this will depend on the final extent of the works.

UPDATED FEASIBILITY STUDY REPORT FROM CONSULTANT

Further to the December 2017 report, the Consultant has provided an updated Feasibility Study report for Council's consideration. This is annexed hereto as ***Appendix 1***.

CONCLUSION

Depending on the extent of the items provided in the Cost Summary, we will need to find additional funding to carry out this project. We will now need to look at the types of funding that may be available to assist.

****

APPENDIX 1

Invercargill
CITY COUNCIL

Feasibility Study Report

Bluff Boat Ramp Upgrade

Rev	Date	Reason for Revision	By	Manager	General Manager	Client
A	26/02/18	Issued for ICC review	PN		PN	RP

Neylon & Associates	BLUFF BOAT RAMP UPGRADE	Document No	Rev.
		0008-ENG-SR-0002	A
		Neylon & Associates Ltd	

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1 PROJECT BACKGROUND

This feasibility study report is a continuation of the concept study report completed on 15th January 2018 for the upgrade of the boat ramp located at 248 Foreshore Rd Bluff for use as a public facility.

For a history of the project up to and including the concept study report refer to Neylon & Associates document 008-ENG-SR001 Rev A dated 15th January 2018.

From January 2018 until the end of February 2018 the following has been undertaken:

- Preferred option(s) identified during the stakeholder and affected party consultation have had engineering design developed and refined and a baseline ± 10% estimate prepared for the proposed works.
- A hydrographic survey and geotechnical investigation has been carried out to assist in refining the engineering design of the marine side elements of ramp upgrade.
- An informal estimated cost of the marine works portion of the scope has been sought from a specialist marine contractor to validate the estimate.

2 EXECUTIVE SUMMARY

Currently the operation of the ramp is consented to the Bluff Yacht Club however over the years it has become the defacto public ramp for a significant portion of both Bluff and Southland wide commercial and recreational users that launch boats from trailers at Bluff.

The scope includes repair resurfacing and extending the existing ramp; refurbishment and replacement of the existing east and west jetties respectively; construct a wavebreak structure; stabilise the east and west ramp embankments; a washdown slab; improving safe access and egress from the Boat Ramp right of way (ROW) onto Foreshore Rd and construct a dedicated vehicle and boat trailer park. Two potential options have alos been included: a composite wave break/jetty structure for the west jetty and and option for including public ammenities at carpark 1.

Engineering design of the concept option(s) has been developed and refined in sufficient detail with quantities prepared to establish a basline ± 10% estimate.

The total capital cost including indirect costs is estimated at **$1,545,483** this includes a contingency of 10% (refer Attachment A). The two potential options have been included as a "below the line" addition with an estimated additional cost of $903,898.

At the time of writing this report we are awaiting:

- An informal estimated price from a specialist marine contractor for the marine works for market validation of the baseline estimate; and
- Geotechnical investiagtion to be completed to verify foundation design of the marine structures.

The key risks are seen as:

- Baseline estimate accuracy of marine works;
- No suitable transfer of land arrangements between ICC and Southport regarding the land that the ramp and jetties occupy;
- No agreement between neighbouring parties of ownership/responsibilities of ramps and jetties; and
- Permitting and consents.

Opportunities exist to assist in meeting year on year operating and maintenance costs of the ramp such as a user pays system and offset capital expenditure from external funding sources such as the Government sponsored Tourisim Infrastructure Fund.

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CCTV footage is currently being captured at the ramp to determine usage. Initial findings over the christmas period indicate that between approx 10 - 24 boats per day are using the ramp.

Key activities for the next phase of the project are to:

- Consent and permit applications;
- Delineation of ownership/responsibilities of the ramps and jetties
- Suitable transfer of land arrangements between ICC and Southport; and
- Implementation, handover and close out phases of the project.

3 PROJECT SCOPE FOR FEASIBILITY STUDY

A Stakeholder/Affected party consultation workshop was held 13th December to determine the preferred option(s) for further design definition and development of a baseline estimate in the feasibility phase.

The following is a brief description of the project scope.

3.1 Marine Works

3.1.1 Ramp

- Resurface existing with insitu and precast concrete and extend the ramp by 5.0m;
- Repair and reinstatement of the ramp east embankment with rock revetment; and
- Stabilising/repair of the western embankment of the ramp with rock revetment.

3.1.2 Marine Structures

- Refurbishment of the east circular jetty; and
- Demolition and replacement of the existing west jetty complete with a row of piles and wailers at the end to act as a wave break and berthing protection.

Potential option:

- Replace the existing west jetty with a composite floating wave break and jetty structure.

3.2 Landside Works

3.2.1 Ramp

- Stabilising the top of the ramp west embankment with gabion baskets;
- New insitu concrete washdown slab;
- Replace existing chipseal with an asphalt turning area at the top of the ramp;
- Install a dish channel and asphalt the existing gravel area at the top of the ramp;
- Installation of CCTV; and
- Installation of Ramp lighting.

3.2.2 Intersection Foreshore Rd & Right of Way (ROW)

- Removal of existing shrubs to improve sight distance along Foreshore Rd;
- Landscaping;
- Replace existing cracked kerb and channel, widen egress from ROW onto Foreshore Rd incorporating additional space for vehicle and boat queing at top of ramp adjacent to washdown slab;
- Seal refurbishment; and
- Signage and road marking.

3.2.3 Carpark Area 1

- Construct a dedicated gravel car and boat trailer parking area; and
- Landscaping.

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Potential option

- Install public toilet facility.

4 COST DEVELOPMENT

The cost estimate is based upon quantities that have been established during the feasibility study and construction and cost planning rates to develop a basline ±10% estimate.

The level of Engineering detail for the feasibility study has been expanded by Jabobs Civil and Marine divisions. The extent of detailed engineering is estimated at between 15 – 30% dependant upon the specific element/discipline.

4.1 Marine Works

The marine works for the project is an area requiring specialist knowledge and methodologies as well as specific construction equipment requirements for execution of construction. Due to the specific nature of this work an informal esimated price has been sought from a specialist Marine Contractor to obtain market validation for this portion of the scope. At the time of writing this report we are awaiting the return of the Contractor submission.

In the interim the estimated cost for this package of works has been determined by using cost planning rates from Jacobs historical knowledge and experience on similar marine projects.

4.2 Landside Works

The estimated cost for the landside portion of the works has been established by using market rates from similar works being carried out by local contractors on current ICC civil/roading/infrastructure projects.

5 RISKS & OPPORTUNITIES

At the time of completing the feasibility study the following risks and opportunities have been identified.

5.1 Risks

- Baseline estimate accuracy for the marine works;
- Potential for scope growth, estimate errors or emissions and cost increases;
- Permitting and consents;
- Suitable land transfer/lease arrangements being agreed between ICC & SouthPort;
- Agreement between neighbouring parties of ownership/responsibilities of ramps and jetties;
- Geotechnical investigation findings; and
- Discovery of contaminated material and/or archeological artifacts during construction.

5.2 Opportunities

- Offset of year on year operating and maintenance costs via the introduction of a user pays system;
- External funding from sources such as the Government sponsored Tourism Infrastructure Fund;
- Create a facility for use by "all of Southland" boat users, this ramp is one of the few protected launching and berthing facilities along the south coast; and
- Pre notice to proceed (NTP) works such as removal of planting to improve egress sight distance at the Foreshore Rd/ROW intersection and installation of signage.

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6 ESTIMATE BASIS

6.1 Marine Works

6.1.1 Ramp

- No contaminated materials or heritage artifacts are encountered;
- Part of the existing circular ramp used by the Bluff Yacht Club is demolished to allow the existing east embankment to be reshaped for rock revetment protection and stabilisation;
- Existing east and west ramp embankments are reshaped for rock revetment protection and stabilisation; and
- New ramp surface is constructed overtop of the existing ramp surface;

6.1.2 Marine Structures

- Suitable geotechnical conditions exist for founding piles at a suitable depth for the replacement and refurbishment of the existing jetties and temporary sheetpiling for ramp surface repair;
- Specialist Contractor with floating plant and equipment is required for the refurbishment and replacement of the existing jetties and construction of the piled wave break structure;
- Existing west jetty is demolished and replaced with new timber jetty;
- Existing east jetty is refurbished;
- A new timber pile wave break structure is constructed at the end of the west jetty for boat protection;
- The existing SouthPort jetty adjacent to the Maritime Museum remains "untouched"; and
- Concept design details and estimate rates used for the potential option of a floating east wave break / jetty.

6.2 Landside Works

6.2.1 Ramp

- Existing chipseal replaced with asphalt in the turning area at the top of the ramp; and
- Overland water and washdown slab water from the oily water seperator discharged directly to the harbour.

6.2.2 Intersection Foreshore Rd & ROW

- Chipseal surfacing.

6.2.3 Carpark Area 1

- Suitable fall exists for gravity sewer line to main sewer line; and
- Gravel surface with no formal parking delineation and
- Exceloo 1/male and 1/female self contained unit used for the potential option of a toilet facility.

6.3 Contingency

The Contingency provision is an integral cost element of the estimate to cover uncertainties associated with the variables covered by the Project scope. It is an amount which is expected to be expended during the course of the Project.

The contingency does not include allowance for scope changes. Contingency includes but is not limited to estimate errors and omissions; detailed design development; pricing variations; contractor delays; claims and variation in direct and related indirect costs.

The contingency amount applied is calculated at 15% of direct and indirect costs.

6.4 Owner's Costs

The cost of Environmental consents and Building permits has been allowed for as owner costs.

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7 SCHEDULE

The overall schedule duration is 29 weeks from notice to proceed (NTP). Please refer to Attachment B for the Level 1 Summay Schedule for the project

All statements in this report relating to scheduling are estimates, and such estimates may be adversely affected due to events unforseen at the time of the report.

7.1 Major Schedule Estimated Milestones

Milestone/Item	Forecast/Actual Date
CCTV evaluation of ramp operations	Ongoing
Feasibility design, baseline estimate and schedule for approval	Feb 18
ICC to conclude ownership/lease discussions	TBD
NTP	Mar 18
Resource consent application with Environment Southland	Mar 18
Detailed design completed	Jun 18
Construction commence	Jul 18
Construction completion	Oct 18

8 ESTIMATE QUALIFICATIONS

- Estimate is based upon Jacobs feasibility study engineering detail and drawings;
- Marine works estimated cost is based upon Jacobs historical data and experience for similar projects;
- Geotechnical investigations are being conducted at the time of writing this report, there is still project risk if unsuitable conditions are found; and
- ICC to sucessfully conclude ownership/lease arrangements with Southport.

9 ESTIMATE EXCLUSIONS

The following are excluded from the OOM estimate:

- GST;
- Legislative changes;
- Escalation of costs;
- Clients costs;
- Concept and Feasibility study costs;
- Settling of ownership/lease arrangements and delineation of ownership/responsibilities for ramps and jetties and any cost and schedule impacts that may be associated with these;
- Cost for consent & permit applications and any cost or schedule impacts that may be associated with these;
- Testing, removal and disposal of contaminated materials and any cost or scheduling impacts that may be associated with these;
- Salvage value for any items; and
- Any cost or schedule impacts due to the discovery of archeological artifacts.

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10 WORK TO BE COMPLETED PRIOR TO NTP

The next phases of the project are to:

- Geotechnical investigations and any adjustments from findings to be incorporated into feasibility baseline estimate;
- Inclusion of marine works estimated price into feasibility baseline estimate;
- Consent and Permit applications;
- Conclude ownership/lease arrangements (ICC); and
- Delineation of ownership/responsibilities of the ramps/jetties (ICC).

11 ATTACHMENTS

- Attachment A – Feasibility Study Cost Summary.
- Attachment B – Summary Level 1 Schedule
- Attachment C - Jacobs NZ Ltd Feasibility Drawings:
  IZ097100-0001-CR-SKT-0011 RevA
  IZ097100 West Jetty V3

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Attachment A – Feasibility Study Cost Summary

Neylon & Associates

Bluff Boat Ramp Upgrade Feasibility Study Cost Summary

Facility	Facility Code	Sub Total	Contingency	Total (Excl GST)
Direct Costs				
Boat Ramp	100	$1,023,910	$102,391	$1,126,301
Boat Ramp WD Slab	106	$83,370	$8,337	$91,707
Intersection	200	$45,439	$4,544	$49,982
Carpark 1	300	$110,556	$11,056	$121,612
		$0	$0	$0
Sub Total		$1,263,275	$126,328	$1,389,603
Indirect Costs				
Owners Costs	800	$11,600	$3,480	$15,080
Professional Services	900	$128,000	$12,800	$140,800
		$0	$0	$0
Sub Total		$139,600	$16,280	$155,880
Total		**$1,402,875**	**$142,608**	**$1,545,483**
Options				
Boat Ramp W Jetty_2	102	$600,000	$120,000	$720,000
Carpark 1 Toilet	303	$167,180	$16,718	$183,898
		$0	$0	$0
Sub Total		$767,180	$136,718	$903,898

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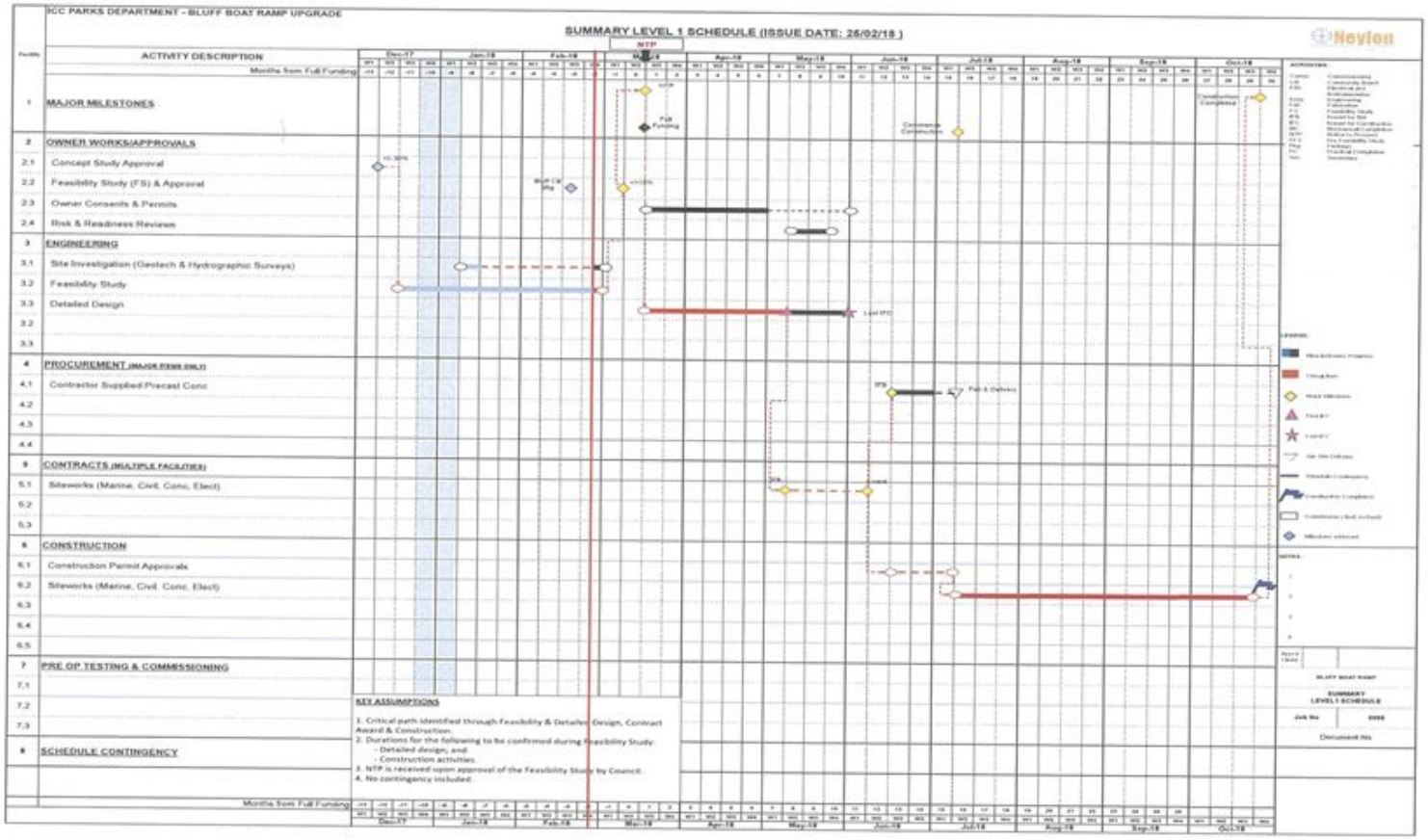
Attachment B – Summary Level 1 Schedule.



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Attachment C – Jacobs NZ Ltd Concept Drawings.

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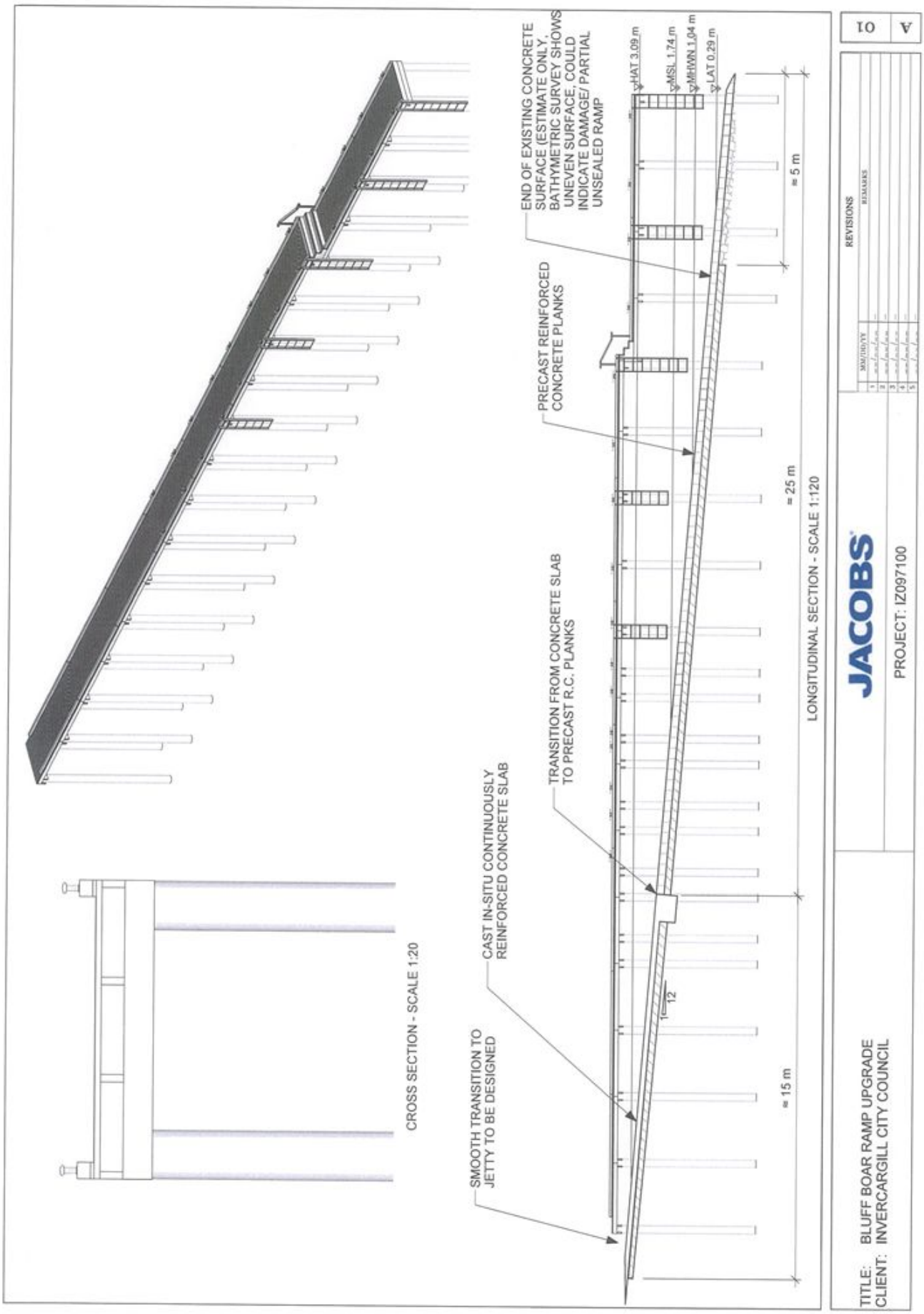
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JACOBS
PROJECT: IZ097100
TITLE: BLUFF BOAR RAMP UPGRADE
CLIENT: INVERCARGILL CITY COUNCIL
LONGITUDINAL SECTION - SCALE 1:120
CROSS SECTION - SCALE 1:20
END OF EXISTING CONCRETE SURFACE (ESTIMATE ONLY. BATHYMETRIC SURVEY SHOWS UNEVEN SURFACE. COULD INDICATE DAMAGE/ PARTIAL UNSEALED RAMP
PRECAST REINFORCED CONCRETE PLANKS
TRANSITION FROM CONCRETE SLAB TO PRECAST R.C. PLANKS
CAST IN-SITU CONTINUOUSLY REINFORCED CONCRETE SLAB
SMOOTH TRANSITION TO JETTY TO BE DESIGNED
HAT 3.09 m
MSL 1.74 m
MHWN 1.04 m
LAT 0.29 m
≈ 5 m
≈ 25 m
≈ 15 m
1
12

PRELIMINARY ISSUE
GENERAL ARRANGEMENT
NO FORMAL PARKING CONCEPT
BLUFF BOAT RAMP UPGRADE
INVERCARGILL CITY COUNCIL
JACOBS
Invercargill
Meylon
SCALE 1:500 (A1)
SCALE 1:1000 (A3)
NOTES
LEGEND
PILED WAVE BREAK STRUCTURE WITH FENDERS & TIE OFF POINTS
REPAIR AND EXTEND WESTERN JETTY
DEMOLISH/DOGLEG SECTION OF EXISTING JETTY
REPAIR/STABILISE WESTERN RAMP EDGE
LANDSCAPED AREA, LOW GROWING NATIVE SHRUBS AND/OR GRASS PLANTING ONLY
CONCRETE HARDSTAND AMENITY AREA SIGNAGE & LITTER BINS
TOILET BLOCK SIZED FOR PORTABLE/LOW 6m ABLUTION BLOCK OR SIMILAR SW/WW CONNECTIONS TBC
INFORMAL PARKING (UNMARKED) WITHIN RESEALED CAR PARK
SHANNON STREET
GABION/MASS ROCK STABILISATION & EROSION PROTECTION
MUSEUM CAR PARK
MARITIME MUSEUM
LANDSCAPED AREA, LOW GROWING NATIVE SHRUBS AND/OR GRASS PLANTING ONLY
OSBORN ENGINEERING
YACHT CLUB
SEA SCOUTS
CONCRETE RESURFACING & PRECAST EXTENSION OF BOAT RAMP
REPAIR EASTERN WINGWALL & STAINLESS ROCKER/BEARING
NO PARKING YACHT CLUB & SEA SCOUTS ACCESSES
SW OUTFALL PIPE TO DAYLIGHT TO CHANNEL, HALF PIPE ALONG RAMP EDGE
10x4m WASHDOWN AREA WITH OIL/GRIT INTERCEPTOR BY SYNDIS (OR SIMILAR)
RESEALED AREA GRADED TO FALL TO CENTRAL CONCRETE CHANNEL
FORESHORE ROAD
RONS PLACE

TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

PARKS WEEK

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

Each year we participate in a national Parks Week event and this year it runs between 10 and 17 March 2018. We intend to hold this year's event in Queens Park on Sunday 11 March 2018.

RECOMMENDATIONS

That the report be received.

IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Nil.

PARKS WEEK

This year we will celebrate Parks Week in Invercargill with a Tea Party in Queens Park.

It is 50 years since the Queens Park Kiosk and associated works adjacent to the playground were established.

We will host an afternoon tea with music and some small giveaways for families as they enjoy the gifts that were given to Queens Park 50 years ago.

Councillors are invited to participate and celebrate this event between 1.30 pm and 3.30 pm on Sunday 11 March 2018.

We will also have a static display at the A & P Show which is being held at Donovan Park on Saturday 3 March 2018.

CONCLUSION

It is important to celebrate major events and developments within our parks and recognise the generosity of groups and individuals with the gifts that they have given.

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

EXTREME WEATHER CONDITIONS

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

Considerable replacement of trees and shrubs will be required this winter as a result of the extreme dry weather conditions experienced this summer.

RECOMMENDATIONS

That the report be received.

IMPLICATIONS

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

FINANCIAL IMPLICATIONS

We will need to delay some proposed new plantings so that we can concentrate on replacements while remaining within budget.

PLANT LOSSES RELATING TO DRY SUMMER CONDITIONS

The Parks Division has experienced considerable losses as a result of the dry conditions this year. It has mainly affected surface rooting shrubs and areas of poor soil condition such as centre plots in roads.

Newly planted shrubs also suffered from the lack of water and the losses in this area will not be known for a few months yet. The estimated number is 1,400 plants at a current cost of $9,800.00. This figure does not include removal of existing plants and labour for planting replacements.

We have not had the need for irrigation in our park in the past (except for specialist areas) but this may need to be considered in the future if there are recurring prolonged dry periods. Water currently used for many of our water displays in Queens Park is mainly from the remaining original town supply well.

On the positive side, the good weather has resulted in increased numbers of visitors to our parks and more people present has reduced behavioural problems.

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TO: **INFRASTRUCTURE AND SERVICES COMMITTEE**

FROM: **THE DIRECTOR OF WORKS AND SERVICES**

MEETING DATE: **MONDAY 5 MARCH 2018**

SOUTHLAND GOLF CLUB INCORPORATED (ORETI SANDS GOLF COURSE)

Report Prepared by: Robin Pagan – Parks Manager

SUMMARY

The Club is considering the surrender of their lease on the 66.01 ha of land at Sandy Point that it has occupied since 1970.

RECOMMENDATIONS

That the Parks Manager works with the Southland Golf Club on the surrender of the lease and the other conditions as required under the lease agreement.

IMPLICATIONS

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

FINANCIAL IMPLICATIONS

A small reduction in rental income will result until the land is used for other activities.

EXIT OPTIONS FOR THE SOUTHLAND GOLF CLUB FROM SANDY POINT DOMAIN

The Club has written advising that they are considering terminating their lease at Sandy Point known as the Oreti Sand Golf Course.

A copy of the letter from the Club advising of the same, together with an aerial photograph showing the area in question are annexed hereto as ***Appendix 1 and 2***.

While the Club has endeavoured to find other funders and activities to carry on the lease, the reality is that there are insufficient players in Invercargill to make all of the existing golf clubs viable.

As per the lease, the Club is required to remove their assets from the site by an agreed time but Council could consider taking over some the assets at the termination of the lease which may then be available to other users in the future. Assets involved include club rooms and some associated infrastructure.

In the short term, Parks will need to carry out minimal maintenance on the grounds to keep some growth under control until alternative uses are found for the area.

Several groups have made contact indicating their interest, but we need to be sure whatever use the area is put to, that it is sustainable in the long term.

CONCLUSION

The Southland Golf Club has considered options for continuation of the golf course but membership decline has prevented this – a situation that many clubs are currently facing.

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APPENDIX 1

Southland Golf Club (Incorporated)
Oreti Sands Links

P O Box 1253, Invercargill Telephone: 03 213 0208
www.nzgolfcourses.co.nz/southland Email: oretisands@xtra.co.nz

3 February 2018

Mr R J Pagan
Parks Manager
Invercargill Council
Private Bag 90104
Invercargill 9840

Dear Mr Pagan,

Lease for the Oreti Sands Golf Links at Sandy Point Domain

Southland Golf Club (the Club) has been leasing land at Sandy Point since 1970 for the Oreti Sands golf links (Oreti Sands). You are aware from discussions that I have had with you over recent months that the Club is under stress due to falling membership, inadequate cash flow to employ permanent staff and difficulty replacing volunteers who want to reduce their commitment. In May 2015 our last permanent staff position, the green keeper, was disestablished and since then all course maintenance and Club operations have been carried out by member volunteers.

This situation is no longer tenable and the Club has entered into discussions with Invercargill Golf Club at Otatara to amalgamate the two clubs. Invercargill Golf Club does not have the financial and other resources necessary to assume the maintenance and operation of Oreti Sands. In order to effect the proposed amalgamation a meeting of Club members is being held on Monday 19 February 2018 to pass resolutions to wind up the Club and appoint a liquidator so that the members and the net assets can be transferred to Invercargill Golf Club. The Club will close the course for play and cease to maintain it after 31 March 2018.

In October last year we held a meeting of members of the Club to appraise them of the situation and advise that unless we could find an independent entity to assume responsibility for the maintenance and operation of Oreti Sands we would have to close the course and Club in April this year. To date we have not been able to find an independent entity hence our decision to act in the best interests of our members by entering into an amalgamation with Invercargill Golf Club.

Our efforts to find an independent entity have been directed through:

- John Griffin, manager of Jacks Point Golf Club and member of the board of Golf Southland.
- Greg Turner, golf professional and course designer who was instrumental in the upgrade of Oreti Sands in 2007.
- Brent Esler, chief executive of WHR Group and a member of Invercargill Golf Club.

Each of these people recognise the special attributes that makes Oreti Sands attractive to local and overseas visitors seeking a special golfing experience. They also know that significant investment and skilled resource is required to develop and promote the course to

satisfy the expectations of that visitor market. If it is professionally developed and promoted, Oreti Sands has the potential to be a valuable tourist attraction for Invercargill.

Their efforts to find an interested party have not been successful to date. They need more time and the support of Invercargill City Council (the Council). There is considerable support from within the golfing fraternity for Oreti Sands to be retained and developed as a golfing destination within New Zealand.

- Ryan Brandenberg, executive director of Golf Tourism New Zealand – "Oreti Sands is on the list of 38 courses that we recommend to visitors"
- Peter Williams, New Zealand television and sports writer – "Oreti Sands is, in the humble opinion of this correspondent, a golfing place well worth keeping."
- Darius Oliver, course design consultant (planetgolf.com) – "Oreti Sands is likely to be the best golf course that New Zealand ever loses. It is not only one of New Zealand's best golf courses but one of the finest built anywhere in the world during the 1970s"

Unfortunately Southland Golf Club is not in a position to continue to maintain the course beyond the end of March. On 19 February we are holding a meeting of members to resolve to wind up the Club. A second meeting (to be held on 24 March) is required to confirm that resolution. As soon as we have confirmed the members' resolution to wind up the Club we will provide formal notice that we wish to terminate the lease on an agreed date between the end of March and say the end of June. In the meantime we would like to formalise our respective obligations on termination of the lease.

When considering those formalities we would like to recommend that Council implement a basic low cost maintenance programme for the course and facilities for up to two years. This would provide all parties interested in securing its future adequate time to explore all available opportunities.

Yours sincerely,

Michael Horn
President

APPENDIX 2

Karts
Clay Target
Lurkers
Teretonga
DISTRICT BOUNDARY
PIT ROAD WALK/CYCLEWAY
Archers & Bow Hunters
Stock Cars
SANDY POINT SIDE ROAD
Golf
Paintball
254
LINAS ROAD
PIT ROAD WALK/CYCLEWAY