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## NOTICE OF MEETING

**Notice is hereby given of the Meeting of the  
Infrastructure Committee  
to be held in the Council Chamber,  
First Floor, Te Hīnaki Civic Building,  
101 Esk Street, Invercargill on  
Wednesday 3 April 2024 at 3.00 pm**

Cr I R Pottinger (Chair)  
Mayor W S Clark  
Cr A J Arnold  
Cr R I D Bond  
Cr P M Boyle  
Cr S J Broad  
Cr T Campbell  
Cr A H Crackett  
Cr G M Dermody  
Cr P W Kett  
Cr D J Ludlow  
Cr L F Soper  
Cr B R Stewart  
Rev E Cook - Māngai - Waihōpai  
Mrs P Coote - Kaikaunihera Māori - Awarua

MICHAEL DAY  
CHIEF EXECUTIVE

# Infrastructure Committee - Public

03 April 2024 03:00 PM

<b>Agenda Topic</b>	<b>Page</b>
1. Apologies	
2. Declaration of Interest	
a. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
b. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.	
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11. Public Excluded Session	

**Public Excluded Session**

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

- a) Minutes of the Public Excluded Session of the Infrastructure Committee Meeting Held on 5 March 2024

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) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under Section 48(1) for the passing of this resolution</b>
a) Minutes of the Public Excluded Session of the Infrastructure Committee Held on 5 March 2024	<b>Section 7(2)(i)</b> Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	<b>Section 48(1)(a)</b> That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

**MINUTES OF INFRASTRUCTURE COMMITTEE, HELD IN THE COUNCIL CHAMBERS, FIRST FLOOR, TE HĪNAKI CIVIC BUILDING, 101 ESK STREET, INVERCARGILL ON TUESDAY 5 MARCH 2024 AT 4.00 PM**

**Present:**

- Cr A J Arnold
- Cr R I D Bond
- Cr P M Boyle
- Cr S J Broad
- Cr T Campbell (Chair)
- Cr A H Crackett
- Cr G M Dermody
- Cr P W Kett
- Cr D J Ludlow
- Cr L F Soper
- Cr B R Stewart
- Rev E Cook – Māngai – Waihōpai

**In Attendance:**

- Mr M Day – Chief Executive
- Ms E Moogan – Group Manager – Infrastructure
- Mrs P Christie – Group Manager – Finance and Assurance
- Mr R Capil – Group Manager – Community Spaces and Places
- Mr J Shaw – Group Manager - Consenting and Environment
- Mr A Cameron – Chief Risk Officer
- Mr R Pearson – Chief Engineer
- Mr D Rodgers – Manager Strategic Assets
- Mr M Keil – Manager Infrastructure Operations
- Mrs H Guise – Property Portfolio Manager
- Mr M Morris – Manager – Governance and Legal
- Mr G Caron – Digital and Communications Advisor
- Mrs L Williams – Team Leader - Executive Support

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## 1. Apologies

Mayor Clark; Cr Pottinger and Mrs P Coote

Moved Cr Soper, seconded Cr Boyle and **RESOLVED** that the apologies be accepted.

## 2. Declaration of Interest

Nil.

## 3. Public Forum

Nil.

**4. Minutes of the Waste Advisory Group Meeting held on Monday 11 December 2023**

A5180662

Moved Cr Stewart, seconded Cr Ludlow (pro forma) and **RESOLVED** that the Minutes of the Waste Advisory Group Meeting held on Monday 11 December 2023 be received.

**5. Minutes of the Infrastructure Committee Meeting held on Tuesday 13 February 2024**

A5201338

Moved Cr Campbell, seconded Cr Stewart and **RESOLVED** that the Minutes of the Infrastructure Committee meeting held on Tuesday 13 February 2024 be confirmed.

**6. Temporary Road Closures – Great South, St Patricks Day Family Gala**

A5229141

Mr Doug Rogers presented the report.

Moved Cr Ludlow, seconded Cr Bond and **RESOLVED** that the Infrastructure Committee:

1. Receives the report "Temporary Road Closure - Great South, St Patricks Day Family Gala".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street between Dee Street and Kelvin Street between the hours of 10.00 am and 5.00 pm.

**7. Temporary Road Closures – ANZAC Day 2024**

A5213675

Mr Doug Rogers presented the report.

A query was raised around the traffic management plan and issues that arose last year. It was affirmed that there was no issue this year. It was noted that there was a new provider this year and that a health and safety plan had been completed.

Moved Cr Soper, seconded Cr Ludlow and **RESOLVED** that the Infrastructure Committee:

1. Receives the report titled "Temporary Road Closures – ANZAC DAY 2024".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.

3. Approves the temporary road closures for Gala Street and Victoria Avenue on Thursday 25 April 2024 as outlined in Appendix 1 (A5213676), as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

## **8. Yarrow Street/Lindisfarne Street Intersection Upgrade – Option Report**

A5222034

Mr Doug Rodgers spoke to the report.

It was noted that at a previous meeting option one had been approved and staff were asked to return with a recommendation around the inclusion of the platform.

Mr Rodgers noted that staff had spoken to residents and had organised alternative parking for one of the shop owners affected and they were now happy. He confirmed that the park would have signage.

A query was raised around Lindisfarne north of Yarrow, and if the park would be past the yellow line that goes approximately 30 metres down the street and had staff talked to homeowners. Mr Rodgers confirmed that the whole area had been covered in the original consultation and confirmed would be shortening the length of the yellow lines.

A query was raised why the whole design could not be re-done if could move the parks and the cycle lane as there were no schools in that area.

The Chair reconfirmed what councillors had asked Mr Rodgers to investigate and come back to them and that the Committee had agreed option one and would not be re-litigating that decision. Cr Arnold noted that he was opposed to that at the time and remained so and that it needed to go to Council and so would discuss again at that time, at which time he would reaffirm that he was against.

Mr Rodgers noted the team had looked at the need to reduce speed and had looked at other options but still recommended the platform.

A query was raised if the platform was at Council's discretion, Mr Rodgers confirmed funding not dependent on it but that it was recommended by staff.

A query was raised that this was a main arterial route and the speed bump, if hit by a truck at 50 km, could lose control. Invercargill had an ageing population and people going to the Stadium. A question was asked if these would be put in other areas. It was noted by staff that the decision would be case by case.

A query was raised if a traffic count had been done and if cars or trucks, the area was a 50 km zone both ways and concerned that would create confusion and would signage be a better option than a platform.

A query around cyclists and pedestrians and that traffic calming was important and noted that even though with speed limit changed in South City people speed through the lights. It was also added that there were many intersection accidents in the city.

Looking at the traffic flows what were the movements east to west of Yarrow, staff expected approximately 6,000 and 1,500 for the other direction (staff to confirm).

Moved Rev Cook, Cr Soper seconded and **RESOLVED** that the Infrastructure Committee:

1. Approves the design for Option 1, with engagement with one effected party around the provision of short-term parking with a platform.

Voted for: Crs Crackett, Broad, Soper and Rev Cook.

Voted against: Crs Ludlow, Boyle, Dermody, Stewart, Kett, Campbell and Bond.

The motion now put was **LOST**.

Moved Cr Dermody, seconded Cr Kett and **RESOLVED** that the Infrastructure Committee:

2. Approves the design for Option 1, with engagement with one effected party around the provision of short-term parking without a platform.

Voted for: Crs Ludlow, Boyle, Dermody, Stewart, Kett, Campbell and Bond

Voted against: Crs Crackett, Broad, Soper and Rev Cook.

The motion now put was **RESOLVED**

Moved Cr Soper, seconded Cr Boyle and **RESOLVED** that the Infrastructure Committee:

3. Receives the report "Yarrow Street/Lindisfarne Street Intersection Upgrade – Option Report".

Note: Cr Arnold recorded a vote against the whole proposal.

## **9. Regional Land Transport Plan – Mid-Term Review Submission**

A5228164

Ms Doug Rodgers presented the report and noted that the mid-term review had been done and that priorities had changed with wording rather than intent. Investment, Health and Safety, modes of transport and giving people more choice. Nothing in the mid-term review impacts ICC. Mr Rodgers recommended a submission that confirms the LTP.

A query was raised around the benefit that ratepayers would see, it was a paper that guides investment and the roading within Council's jurisdiction, and if there was any ability to influence the government. Mr Rodgers affirmed he would talk to colleagues at NZTA. A question was asked if this with the paper on public transport would combine / connect in the end and if better outcomes would be achieved. Mr Rodgers replied yes.

A query was raised around if we as Council needed to respond to the government's statement around State Highway 1. It was noted that this was important and council should respond and that State Highway 1 was a key route and lifeline for the region and city and yet again missing out and that council should be going to NZTA with this.

A query was raised around speed limits and it was confirmed this review was a funding statement.

It was noted that an understanding of how the investment funding process worked and the larger the number of benefits the better chance of getting funding and how it stacked against other areas.

It was confirmed that Council needed to keep pushing for Highway 1 but this paper was separate to that.

Ms Moogan noted that she and Mr Rodgers had met with Waka Kotahi and did raise Highway 1 and it was noted that they were looking to do some work in the next 12 months around the estuary.

A query was raised how Council could raise that and it proposed that continuing to have discussions and send a letter to the Minister advocating.

It was noted that it was actually a regional asset for the whole of Southland and need a strong business case supported by all the Mayors of the region, also SouthPort, Richardson Group, take a collective approach.

It was noted that the squeakiest wheel turned the bridge in Queenstown into a priority project.

Mr Rodgers confirmed that this paper was around whether to submit and noted his other council colleagues had decided not to submit but that Council could add information around Highway 1 to any submission it made.

Moved Cr Soper, seconded Cr Bond and **RESOLVED** that the Infrastructure Committee:

1. Receives the report "Regional Land Transport Plan – Mid-Term Review Submission".
2. Requests staff to prepare a submission supporting the draft RLTP for adoption.
3. That the opportunity is taken to advocate for further investment in Highway 1 from Invercargill to Bluff, with emphasis on the economic benefits for the entire region.

## **10. Exchange of Airport Land for Road**

A5229470

Mr Doug Rodgers and Ms Heather Guise spoke to the report. It was noted that following a review of the airport land and needing access, the airport came to Council with a proposal to exchange the land that had the cycleway / walkway and this would vest the land as road and form part of the roading corridor.

A query was raised around Council paying the costs and it was confirmed that Council would get more land and so would pay the costs. The costs would be around \$10,000 to \$15,000.



Moved Cr Crackett, seconded Cr Boyle and **RESOLVED** that the Infrastructure Committee:

1. Receives the report "Exchange of Airport Land for Road".
2. Approves the intention to exchange land, noting that the subject portion of unformed road to be exchanged is not required for roading activity.
3. Approves the commencement of the public consultation to consider stopping that portion of unformed legal road as shown on the plan attached pursuant to Section 342 of the Local Government Act 1974, making it available for exchange.

## 11. Activities Report

A5216560

Ms Moogan spoke to the report.

It was noted the wastewater challenge in February, and continuing to make the most of infrastructure council had and maintaining.

Waihōpai Alliance branding was raised and where the costs had come from, it was noted that as part of the new contract the branding work was done. A query was raised as to what the cost was. Ms Moogan noted she did not have visibility as it was part of the overhead costs.

A query was raised around roadside litter, it was confirmed that staff did have a programme of work and if getting feedback that needed to do more in the Ōtatara area should put in a request for service.

A query was raised around stormwater and with the use of hard ground around housing if the stormwater system could cope. Ms Moogan noted that this was around concern for capacity and that it was not new for Invercargill. In general, the network had a large stormwater network and had not needed to take up the additional capacity.

A query was raised if there would be further discussion in the future around the pockets with a lack of capacity. Ms Moogan confirmed that looking to improve modelling for the city.

A query was raised around the flooding at Turnbull Thomson Park and what the timing of work may be. It was affirmed that the infiltration work would take time but prioritising Turnbull Thomson and would come back with more exact timeframe.

Moved Cr Boyle, seconded Cr Dermody and **RESOLVED** that the Infrastructure Committee:

1. Receives the "Activities Report".

## 12. Public Excluded Session

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

- a. Minutes of the Public Excluded Session of the Infrastructure Committee Meeting Held on 13 February 2024
- b. Ocean Beach Protection Wall

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) 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. Minutes of the Public Excluded Session of the Infrastructure Committee Meeting Held on 13 February 2024	<p><b>Section 7(2)(b)(ii)</b> Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information</p>	<p><b>Section 48(1)(a)</b> That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7</p>
b. Ocean Beach Protection Wall	<p><b>Section 7(2)(i)</b> Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p><b>Section 48(1)(a)</b> That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7</p>

There being no further business, the meeting finished at 5.18 pm.

## SUBSIDISED AGE-RELATED PUBLIC TRANSPORT FARES

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Tuesday 5 March 2024
<b>From:</b>	Doug Rodgers – Strategic Asset Planning Manager
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date:</b>	Tuesday 26 March 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

The purpose of this report is to present to committee the option to continue with age related subsidies for public transport, following Government announcements to end their application.

Total cost to Council of continuing the subsidy is \$95,000.

### Recommendations

That the Infrastructure Committee:

1. Receives the report "Subsidised Age-Related Public Transport Fares".

#### Recommends to Council

2. The continuation of the subsidised fare for children, youths and adults under 25, or some combination below:
  - a. Retain the subsidised fare levels for passengers
    - i. 12 years old and under – free
    - ii. 13-25 years old - half fares
  - b. Return fare levels to pre-March 2022 levels. These fares will be \$2.20 for a Bee Card user and \$3.00 for cash.

## **Background**

In March 2022 the Government implemented subsidies for all public transport users enabling half price fares for all until 30 June 2023. In May 2023 the Government made a further announcement that half price fares would continue for all passengers aged 13 to 24. Those under 13-years-old being able to travel for free. Those who hold Community Services Cards would also access half price fares.

The new Government has indicated an April end to funding enabling free travel for 5 to 12-year-olds and half-price fares for 13 to 24-year-olds. Community Connect fares would remain subsidised.

Council has received these subsidies since they were implemented and applied them to the fare structure of the public transport network.

## **Issues and Options**

### **Analysis**

The Governments announcement that the subsidising of age-related fares would end in April 2024, is not likely to have a significant impact on current patronage. Fares are already low objectively.

Patronage stability and growth is related to a number of inputs and influences; fare level, frequency of service, quality of service, and reliability.

The user demographic (transport disadvantaged) targeted by the cost reduction initiatives of the previous Government, will still need to be provided for and are more reliant on these services.

There is a consideration to be given to the drive for mode shift, essentially getting people to use travel modes other than private vehicles. Whilst Invercargill does not experience traffic congestion currently, encouraging the use of other modes including public transport is a key component, one of many, for a liveable city.

### **Significance**

Any return to previous levels of fares would require a strategy to communicate the implementation of Government Policy.

### **Options**

1. Continue the subsidy
2. Discontinue the subsidy

## **Community Views**

Consultation has not been considered as this is a government funding decision and as such the choices Council has, are to implement or not. Communication of this decision would be a priority.

## **Implications and Risks**

### **Strategic Consistency**

This paper is consistent with the Infrastructure Strategy, Public Transport Activity Plans and the Otago/Southland RLTP.

### **Financial Implications**

Council receives approximately \$95,000 p.a. as a fare subsidy from NZTA for these passengers to account for the loss in revenue. The current reduced fares are equivalent to the subsidy received. Essentially fiscally neutral with the subsidy received.

To maintain the lower fares Council will need to accept this lower annual fare revenue.

Should Council wish to revert to the previous fare unsubsidised structure, revenue would remain at the same level but the source of that revenue would all come from passengers. Should Council wish to continue with the subsidised fare levels the annual cost is estimated at the level of the loss of subsidy, \$95,000.

### **Legal Implications**

No legal implications

### **Climate Change**

Whilst there is no direct climate change impact, mode shift to public transport is a lever to reduce emissions.

### **Risk**

There is a low risk of decreased patronage should these fares be raised with the loss of subsidy. Patrons have been used to subsidised fares through COVID and with further Government extensions of these subsidies. Maintaining the subsidised level of fares brings a financial obligation as outlined above.

### **Next Steps**

Should Council resolve to retain the current fare structure, staff will work with the operator on this resolution.

## REGIONAL LAND TRANSPORT MID TERM REVIEW SUBMISSION

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Wednesday 3 April 2024
<b>From:</b>	Doug Rodgers – Manager – Strategic Asset Planning
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date:</b>	Tuesday 26 March 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

This report and attached draft submission is a follow up to the 5 March 2024 meeting for the Infrastructure Committee and refers to that report.

### Recommendations

That the Infrastructure Committee:

1. Receives the report titled “Regional Land Transport Mid Term Review Submission”.

#### Recommendation to Council:

2. That Council endorses the Submission to the mid-term RLTP review.

### Background

In 2021, the Otago and Southland Regional Transport Committees (RTCs) produced the Otago Southland Regional Land Transport Plans 2021-2031 (also referred to as the combined RLTP). In 2015, the Otago Regional Council (ORC) and Environment Southland (ES) requested that the RTCs from both regions collaborate to produce a combined RLTP. Together, the RTCs comprise of representatives from city and district councils, regional councils and the New Zealand Transport Agency (NZTA) (Waka Kotahi). A Regional Land Transport Plan (RLTP) must be developed every six years and reviewed every three years.

The road controlling authorities within both regions have revised their programme of activities for the years 2024-2027 as a bid for funding from the National Land Transport Fund. As outlined in the RLTP, based on the information available in November 2023. These sums are subject to

change as a result of the development of long-term plans and the ongoing review of the activities proposed.

The Land Transport Management Act 2003 requires RTCs prepare a RLTP for their region on a six yearly cycle. The Act also requires a mid-term review of the RLTP be completed within the six months of the expiry of the first three years of the RLTP.

The current combined RLTP was submitted to NZTA in June of 2021 and covered the period 1 July 2021 to 30 June 2027 in detail. The mid-term review therefore must be completed in the six months prior to the 30 June 2024. The combined RLTP has undergone its mid-term review and has been updated to reflect the changes that have occurred in the transport planning environment.

The draft RLTP mid-term review has been released and open for submissions until 15 March 2024.

Whilst the focus of the RLTP remains the same as when first adopted, some minor changes have been included for the next three-year period.

## **Issues and Options**

### **Analysis**

Within the current plan for the first period (21-24) Council has transport expenditure of \$59,642,915. This was a significant increase over the period 2018-2021 and is mostly made up of an increase of \$16 million for maintenance and renewals programmes and increased investment in safety and local road improvements.

The Government has yet to announce the Transport Government Policy Statement 2024 (GPS). NZTA Waka Kotahi use the Investment Prioritisation Method to give effect to the Government Policy Statement. The investment priorities are then set by the National Land Transport Fund funding for the 2024-2027 period. Subsequently levels of funding are not yet clear. ICC has requested funding for the three year period 2024-2027 is \$88,895,236.

Given the current indications and decisions the Government has made in terms of transport priorities, it would not be unexpected to see a focus on efficiency, capacity and resilience as key drivers for a future GPS.

Staff have shared the draft submission with Southland District Council to ensure consistency of approach from a region wide perspective.

The draft submission attached indicates support for the ongoing RLTP with a provision for NZTA to invest in repair an upgrade of State Highway 1, between Invercargill and Bluff.

### **Significance**

The Regional Land Transport Plan sets the priorities and needed funding levels for transport projects for the next three years. The significance of this plan is high and guides Council and the regions territorial authorities and Regional Council.

Subsequently consultation is underway across both regions led by Otago Regional Council and Environment Southland.

### **Options**

**Option 1** - Submit to the draft mid-term review of the Otago/Southland RLTP in support of adoption.

**Option 2** – Do not submit to the mid-term review of the Otago/Southland RLTP.

### **Community Views**

The draft combined RLTP mid-term review is being consulted on by Environment Southland and Otago Regional Council to seek the Communities view and input to review. Following the consultation and submission period, arrangements will be made for hearings to be held. Following the hearings, all submissions will be acknowledged, and the final decisions will be communicated.

Council's role in the development of the Regional Land Transport Plan is to ensure the interests and future focus of Council is considered and included. Council staff through 2023 have been involved in the development of the plan at both Governance and staff level.

Public consultation began 12 February 2024 led by Environment Southland and Otago Regional Council.

The RTC will make amendments as required and the plans will be finalised. The final version will then be submitted to the individual regional councils for approval for submission to Waka Kotahi. This will enable the activities to be considered for inclusion into the NLTP. Council proposed activities have been included in the RLTP and Council have been invited to make a submission. Submissions close on Friday, 19 April 2024.

The intended consultation programme is as follows:

- From 23 May 2024 to 4 June 2024 – Hearings held, and panel recommendation confirmed.
- Draft RLTP then updated to include Hearing Panel recommendations.
- 1 July 2024 – Regional Transport Committees meet to recommend the updated Draft Regional Land Transport Plan to Council.
- July 2024 - Regional Council approves submission of the Otago Southland Regional Land Transport Plan to NZTA.
- Completion of RLTP with NZTA by 1 August 2024.

### **Implications and Risks**

#### **Strategic Consistency**

The RLTP has been developed in line with the strategic position and intent of Council and takes a region wide view. The Combined Otago/Southland Regional Land Transport Plan provides cross boundary consistency in transport environment.

The Combined Otago/Southland Regional Land Transport Plan is consistent with the ICC Infrastructure Strategy.



### **Financial Implications**

The financial plan in the RLTP is aligned with the Council LTP.

### **Legal Implications**

There are no legal implications.

### **Climate Change**

The RLTP addresses climate change through its prioritisation statements and the application of those statements through the activities identified in the plan.

The RLTP draft mid-term review has an amended priority that states "Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions".

This gives direction to initiating mode choice, encompassing non-emitting modes of transport.

### **Risk**

Risk remains in the form of uncertainty regarding the release of the draft Government policy statement on Transport (GPS).

Risk remains on approval of NLTP funding.

### **Next Steps**

Should Council approve the submission, staff will submit by the due date.

### **Attachments**

1. Draft Submission to the RLPT mid-term review. (A5283361)



2 April 2024

**Otago/Southland Regional Land Transport Plan Mid-Term Review - Invercargill City Council Submission**

Tēnā koe Chairs of Otago Regional Council and Environment Southland

Invercargill City Council (ICC) is pleased to be able to submit on the mid-term review of the Otago/Southland Regional Land Transport Plan mid-term review.

ICC acknowledges the work undertaken by the Otago/Southland Regional Transport Committee and the cooperative manner that all regional and territorial authorities have collaborated to produce the plan.

Key to the position of ICC is the investment required for both local roads and State Highways is ensured to provide safe and efficient transport options for the people of Invercargill.

The elements provided in the statement of proposal are limited to a revision of the 10-year transport priorities.

- Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.
- Promote safety and wellbeing outcomes across the regional transport network.
- Enhance network maintenance and resilience to ensure community access and connectivity.

Whilst not essentially changing the general direction of the priorities, ICC agrees that this the revision has clarified the intent of the priorities and would support this revision.

We support the overall direction of the plan, with some key points outlined below. In terms of local investment ICC is pleased that investment levels in local roads will remain at levels sufficient to maintain the safe operation of our local roads.

ICC are reassured that investment levels indicated in the RLTP and priorities maintain a consistent direction.

This is particularly so with the Governments indicative realignment from alternative modes of transport (Walking, Cycling and public transport), emissions reduction and access to investment priorities in efficiency of travel and a move to prioritising economic growth, increased maintenance and building resilience in the network, value for money and retaining a safety priority.

With the draft Government Policy Statement on Transport having just been released, we are interested in the impact this will have on the RLTP and how this will manifest.

The interest and concerns of ICC remain in the ongoing maintenance and renewal of local roads and in particular State Highway 1 from Invercargill to Bluff.

Our concerns remain with State Highway 1 (NZTA) and the ongoing investment in the road. State Highway 1 from Invercargill to Bluff is an essential component of the economic drivers

A5283361

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of Southland providing access to and from the Port of Bluff and providing access to Southland and delivering Southland products to the world.

Around 20% of the traffic using State Highway 1 towards Bluff is heavy vehicles and ICC would like to be assured that resilience of this part of the network and growth in heavy and commercial traffic forms part of the plans for this section of state Highway.

Whilst some work is planned for the road, we would strongly support further investment from NZTA in upgrading the highway to ensure future capacities, account for sustainability, growth and safety.

Ngā mihi nui

Tom Campbell  
Deputy Mayor  
Chair – Infrastructure Committee

## WAKA KOTAHI NZTA INVESTMENT AUDIT REPORT

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Wednesday 3 April 2024
<b>From:</b>	Doug Rodgers – Manager Strategic Asset Planning
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date:</b>	Tuesday 26 March 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

Waka Kotahi New Zealand Transport Agency completed an Investment Audit (Technical) for Invercargill City Council in May 2023. This report details the audits findings.

### Recommendations

That the Infrastructure Committee:

1. Receives the report "Waka Kotahi NZTA Investment Audit Report".

### Background

Waka Kotahi NZ Transport Agency has a legal obligation to audit organisations that are funded through the National Land Transport Programme (NLTP). The procedural audits typically take place on a cycle of two to four years. Waka Kotahi reviews technical aspects of programmes developed by approved organisations on average every 7–10 years. Council's previous technical audit was completed in 2015. Where possible, these reviews take place as part of the procedural investment audits, but this audit was of the technical aspects only.

The audit was to:

- Ensure compliance with Transport Agency requirements.
- Assess network performance, including value for money.
- Engage, sharing good practice.

The objective of the audit was to provide assurance that Invercargill City Council's land transport programme is being well managed, delivers value for money, is appropriately

managing risk associated with Waka Kotahi NZTA investment, and where appropriate recommend performance improvements.

The technical aspects considered include:

- Asset management planning processes and documents.
- Data quality.
- Programme management.
- Safety systems.

A network inspection is carried out as part of the review.

The full Investment Audit Report (Appendix 1) overall rating is some improvement needed, defined as acceptable systems, process and management practices but opportunities for improvement.

Overall, the network is in a relatively healthy and stable condition, as informed by the network condition indices for surface, pavement and smooth travel exposure, and Invercargill City Council is performing well against their peer networks. There is however a slight concern regarding the decline in the smooth travel, roughness and pavement indices for the urban network for 2021/2022, which should be monitored.

Expenditure on the network for the 21-24 NLTP is \$27,583,827 which equates to spend of \$15,365 per kilometre per annum. This is below the average expenditure for the cities >50% urban peer group of \$21,987.

While some progress has been made with respect to road safety, notably in the speed management area the report observes, safety still needs a greater focus in the management of the network, particularly around intersections and vulnerable road users.

While the audit team observed the network to be in a good condition, there were some areas for improvement around pre-seal maintenance and aged asphalt surfacing. There were also some concerns around general maintenance on the network, particularly regarding sign maintenance, catchpit clearing and general sweeping. With some improvements to the maintenance contract and performance management, this can be easily managed. Some minor issues were observed on the unsealed roads, but overall, they were fit for purpose with adequate shape and drainage. Of note was the innovative strategy to use waste AC millings mixed with aggregate and applied in high stress areas. This approach appeared to be working well and should be adopted on high stress and corrugated areas of the unsealed road network.

Improvements have been observed with the data quality performance on the network, however the audit team did notice some areas for improvement.

The Investment Auditing Team took the opportunity to thank those involved in the audit for their time and enthusiastic engagement in the process.

## Issues

This is a good result. The physical audit was completed in May 2023, the areas of improvement were relatively minor, especially considering a new maintenance contract is being imbedded and a temporary Roading Contract Manager is in place.

## **Next Steps**

Some areas which were identified as needing improvement such as data quality performance, are currently being worked on.

And all other recommendations have been built into the Roding Activity Management Plan or noted as area of improvements to be developed throughout the life of the plan.

## **Attachments**

1. Appendix 1 - Waka Kotahi Investment Technical Audit (A5232043)



# INVESTMENT AUDIT REPORT

## Technical Audit of Invercargill City Council

### Monitoring Investment Performance

Report of the investment audit carried out under Section 95(j)(ii)(iii) of the Land Transport Management Act 2003.

Sol Hessell

17 November 2023

FINAL

<b>Approved Organisation (AO):</b>	Invercargill City Council
<b>Waka Kotahi NZ Transport Agency Investment (2021 – 2024 NLTP):</b>	\$ 27,583,827
<b>Date of Investment Audit:</b>	3-5 May 2023
<b>Auditor(s):</b>	Sol Hessell – Senior Investment Auditor (Lead) Sean Rainsford – Principal Investment Auditor Jennifer Wilson-Kaio – Senior Investment Auditor Gordon McDonald - Senior Investment Advisor
<b>Report No:</b>	RASWHT-2232

**AUTHORITY SIGNATURES**

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Sean Rainsford, Acting Practice Manager Audit & Assurance

02/02/2024

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Date

**DISCLAIMER**

WHILE EVERY EFFORT HAS BEEN MADE TO ENSURE THE ACCURACY OF THIS REPORT, THE FINDINGS, OPINIONS, AND RECOMMENDATIONS ARE BASED ON AN EXAMINATION OF A SAMPLE ONLY AND MAY NOT ADDRESS ALL ISSUES EXISTING AT THE TIME OF THE AUDIT. THE REPORT IS MADE AVAILABLE STRICTLY ON THE BASIS THAT ANYONE RELYING ON IT DOES SO AT THEIR OWN RISK, THEREFORE READERS ARE ADVISED TO SEEK ADVICE ON SPECIFIC CONTENT.



## EXECUTIVE SUMMARY

Overall, the network is in a relatively healthy and stable condition, as informed by the network condition indices for surface, pavement and smooth travel exposure, and Invercargill City Council is performing well against their peer networks. There is however a slight concern regarding the decline in the smooth travel, roughness and pavement indices for the urban network for 21//22, which should be monitored.

Expenditure on the network for the 21-24 NLTP is \$27,583,827 which equates to a spend of \$15,365 per kilometre per annum. This is below the average expenditure for the cities >50% urban peer group of \$21,987.

While some progress has been made with respect to road safety, notably in the speed management area, safety still needs a greater focus in the management of the network, particularly around intersections and vulnerable road users.

While the audit team observed the network to be in a good condition, there were some areas for improvement around pre-sale maintenance and aged asphalt surfacing. There were also some concerns around general maintenance on the network, particularly regarding sign maintenance, catchpit clearing and general sweeping. With some improvements to the maintenance contract and performance management, this can be easily managed. Some minor issues were observed on the unsealed roads, but overall, they were fit for purpose with adequate shape and drainage. Of note was the innovative strategy to use waste AC millings mixed with the aggregate and applied in high stress areas. This approach appeared to be working well and should be adopted on high stress and corrugated areas of the unsealed road network.

Improvements have been observed with the data quality performance on the network, however the audit team did notice some areas for improvement.

## AUDIT RATING ASSESSMENT

Subject Areas		Rating Assessment*
1	Previous Audit Issues	Some Improvement Needed
2	Network Management	Effective
3	Activity Management	Some Improvement Needed
4	Data Quality	Some Improvement Needed
5	Safety	Some Improvement Needed
Overall Rating		<b>Some Improvement Needed</b>

\* Please see Introduction for Rating Assessment Classification Definitions

## RECOMMENDATIONS

The tables below capture the audit recommendations and suggestions. The target implementation dates for the recommendations are as provided by Invercargill City Council.

We recommend that Invercargill City Council:		Target Implementation Date
R2.1	Review the preseat treatment methodology for addressing peak roughness issues on the network and the potential of reflective flushing.	Been actioned and applied for the 24/25 preseat repairs
R2.2	Enforce the National Utility Code of Practice requirements for road opening reinstatements through corridor management processes	Action by June 24- noting that current processes are well embedded.
R2.3	Review and develop a whole of community approach to the planted median management in transport corridors.	Developed and reviewed by September 24
R3.1	Complete claims in TIO within appropriate timeframes.	Currently being actioned - On going
R4.1	Develop a Traffic Count plan and review the method of determining traffic estimates on the network.	Plan available by June 24
R4.2	Prepare a data quality improvement plan, aligned to the data quality report from Transport Insights.	Review and Plan by November 24
R5.1	Review the rural road network and upgrade delineation and signage to ensure that it is consistent across the network and in line with the requirements of the Traffic Control Devices (TCD) manual. This includes the replacement of old and non-compliant signs.	Review by August 24, implement in 24/25
R5.2	Undertake Safe System Audits or exemption forms for all projects. Pre-implementation phase SSA's should be undertaken as a priority to realise the benefit of the Safe System assessment aspect of the SSA and therefore ensure that a project is well aligned with a Safe System.	Develop an operational guideline by November 24, plan a network audit during 24/25
R5.3	Consider the introduction of significantly more vertical deflection across the network, particularly at intersections, to improve safety for all road users, especially vulnerable road users.	Will depend on available funding via NLTP 24-27. Review after budgets confirmed and action during 24-27

<b>We suggest that Invercargill City Council:</b>	
S2.1	Review the crack bandaging approach for AC surfaces, to ensure that it is appropriate and cost effective.
S2.2	Continue the use of AC millings targeting high-stress areas of the unsealed network.
S3.1	Review the forecast rates against the latest actual treatment rates when completing the next funding application.
S4.1	Review the surfacing inventory data to ensure completeness across the network
S5.1	Investigate other relatively low-cost interventions for use at intersections, eg splitter islands with gated signs, to raise the conspicuity of, and improve the safety of, those intersections.
S5.2	Increase the provision of dedicated separated cycling infrastructure. In locations where that is unlikely to be a viable option, increase the amount of pavement marking and use of cycle symbols in existing on-road cycle lanes, particularly through intersections, to improve awareness of the cycling lanes and the possible presence of cyclists.
S5.3	Consider introducing more physical measures like additional repeater signs and enhanced threshold treatments to help increase driver awareness of and compliance with new speed limits.
S5.4	Consider reducing the carriageway width of excessively wide urban roads when kerb and channel renewals are being undertaken in those areas. This would help to ensure appropriate operating speeds while also providing operational and maintenance benefits.
S5.5	Initiate post-event reviews of Flagstaff Road following the Burt Munroe Challenge Hill Climb event each year to ensure that the signs and chevrons have been correctly reinstated.
S5.6	Increase the frequency of routine network inspections, including night inspections, in order that deficiencies can be identified and addressed as soon as possible.
S5.7	Formalise a policy of sealing back unsealed rural sideroads where they intersect with sealed roads, to reduce the likelihood of loose metal migration into the intersection and to allow for the applicable TCD pavement markings to be installed if necessary.
S5.8	Review tactile pavement indicator provision across the network.

## 1. INTRODUCTION

### 1.1. Audit Objective

The objective of this audit is to provide assurance that the Waka Kotahi NZ Transport Agency's (hereafter Waka Kotahi) investment in Council's land transport programme is being well managed and delivering value for money. We also seek assurance that the Council is appropriately managing risk associated with Waka Kotahi investment. We recommend improvements where appropriate.

### 1.2. Assessment Ratings Definitions

	Effective	Some Improvement Needed	Significant Improvement Needed	Unsatisfactory
<b>Investment management</b>	Effective systems, processes and management practices used.	Acceptable systems, processes and management practices but opportunities for improvement.	Systems, processes and management practices require improvement.	Inadequate systems, processes and management practices.
<b>Compliance</b>	Waka Kotahi and legislative requirements met.	Some omissions with Waka Kotahi requirements. No known breaches of legislative requirements.	Significant breaches of Waka Kotahi and/or legislative requirements.	Multiple and/or serious breaches of Waka Kotahi or legislative requirements.
<b>Findings/ deficiencies</b>	Opportunities for improvement may be identified for consideration.	Error and omission issues identified which need to be addressed.	Issues and/or breaches must be addressed, or on-going Waka Kotahi funding may be at risk.	Systemic and/or serious issues must be urgently addressed, or on-going Waka Kotahi funding will be at risk.

### 1.3. Council Comments

Prior to this report being approved, Council was invited to comment on the auditors' findings, recommendations, and suggestions. Where appropriate, this report has been amended to reflect this dialogue. Any additional auditee comments are attached in the Appendices.

## 2. ASSESSMENT FINDINGS

Our findings relating to each subject area are presented in the tables below. Where necessary, we have included recommendations and/or suggestions.

1. Previous Audit Issues	Some Improvement Needed
<p>The previous audit with a technical component was in 2015 and was a joint audit with the procedural team. The technical related recommendations and suggestions from that joint audit were:</p> <p>We recommended that Council:</p> <ul style="list-style-type: none"> <li>- Addresses the current gaps in its road safety capability and effectiveness across its network.</li> </ul> <p>We suggested that Council:</p> <ul style="list-style-type: none"> <li>- Review and document its whole of community approach to management of its planted medians in transport corridors; and</li> <li>- Aim to pro-actively improve the quality of its asset data (with each successive programme development cycle).</li> </ul> <p>While progress has been made in addressing some aspects of these recommendations and suggestions, during this audit we did still observe some issues with respect to safety, planted medians and data quality in particular, so there is still more improvement for Council in those areas. Those issues and concerns are detailed in the subsequent sections of this report.</p>	
Recommendations	There are no recommendations with respect to 'Previous Audit Issues' as we have new, related recommendations and suggestions that supersede those from the 2015 report.
Invercargill City Council's comment	<p>Council has gone through a reasonably significant change in its organisational structure and has a number of new staff members since the last audit. This has changed the roles people have and knowledge base in many areas. This has potential to create gaps which are being identified and addressed. Council has recognised the importance of safety in its programmes and has recruited a traffic specialist to support network management.</p> <p>Council has well documented GIS maps showing all the vegetation and median maintenance requirements. This has been useful in transferring knowledge. One of the more challenging elements facing vegetation control is the delegation arrangements with Waka Kotahi on State Highways median mowing in the City Centre and the cost quality expectations of both organisations.</p>

\* \* \*

2. Network Management	Effective
<p>Overall, the network looks healthy and stable, but there is scope for improvement with respect to general maintenance over the network and also safety, which is covered separately in Section 5, Road Safety. Condition metrics for the network have seen a slight decline in some areas, such as smooth travel</p>	

exposure, roughness and the pavement integrity (PII). This decline is only in the 21/22 period within the urban network and should be monitored for ongoing decline.

This drop in performance could be related to changes to condition data collection, or poor reinstatement of urban road service openings/trenches. More rigorous monitoring of road service opening/trench reinstatements would assist in improving the performance of reinstatements and ensure that the requirements of the National Utility Code of Practice are being met through the ongoing corridor management process. Some observations of the historic maintenance activities highlighted a reduction in the quantity of levelling repair on the network. This could also be a reason for the decline in roughness service levels on the network.

#### **Forward Works Programme (FWP)**

We were impressed to see a mid-term FWP developed for the network, in the order of the next 10 years, for pavement and surfacing renewals. On review of the FWP sites indicated for the next couple of years, we did find some inconsistencies, however we commend Council for putting together a long-term view of the sealed road network. Our observations highlighted the lack of a Thin Asphalt Surfacing (AC) policy, and consideration of conversion to chip seal. We were provided a Road Resurfacing Treatment Strategy guide after the audit. We believe utilising the methodology within this guide will provide excellent value for money on optioneering and engineering outcomes for the road surfaces on the network. We note that the network is predominately two coat chipseals (77%), with the average age of this surface type being 8 years. The historic achieved life (actual life achievement) for the two coat chipseal surface type has been 11 to 13 years. This highlights a risk of the two coat chipseal surfaces requiring a large quantum of renewal within the next 5 years. Ongoing use of treatment selection and field review will inform the council to quantify this risk.

#### **Preseal Repairs**

We recommend the uptake of more preseal minor levelling to improve roughness performance and to meet the target levels of service. We also found some sites with early reflective flushing coming through, which highlights a lack of bitumen/texturising preseal treatments being undertaken. A review on the preseal treatment approach is recommended, to ensure a full life is achieved for the surfacing investment made.

#### **Asphalt Surfaces**

We observed some sites with extensive crack seal bandaging applied, e.g. Isabella St, which is well beyond any engineering value. Development of an AC crack bandaging specification would be beneficial to ensure best value for money is achieved with the application of any crack bandaging on the network.

There were also AC sites constructed with Mix14 during 2002, e.g. Kelvin St, that are ravelling and have extensive delamination appearing. These sites will require a review and plan for treatment.

#### **Unsealed Roads**

Overall, the unsealed network appeared fit for purpose and in adequate condition. We did notice corrugations on some roads and noted the trial of using old AC milling material within the aggregate on high stress locations. This was working well and is cost effective. We would suggest continuing with targeted application of the old AC milling material on these corrugated and high stress areas of the unsealed network.

#### **Planted Medians**

The previous Technical Audit completed in 2015 suggested to review and document a whole of community approach to planted median management. We noted that there are still issues regarding the planted medians which are impacting on treatment options for the adjacent surfacing. Further work will be required to develop a planted median management approach for the network.

<p><b>Footpath and Kerb and Channel</b></p> <p>It was encouraging to see a forward work plan for the footpath network, with alignment on programmes for the roads and kerb and channel. New pram crossing points should be considered as part of any future work on the footpaths and kerb and channels. The construction of rain gardens in areas with high pedestrian usage areas should be reviewed, as these can become a fall hazard to pedestrians.</p> <p><b>General Maintenance</b></p> <p>The audit team had some concerns regarding general sign maintenance, catchpit clearing and sweeping. A new maintenance contract was to be put out for tender, and we would expect a suitable maintenance programme to be followed within this new contract. A random inspection of a culvert on a rural road found the culvert to be 30% blocked at the entry, highlighted some concern regarding the inspection and maintenance of culverts on the rural network.</p>	
<p>Recommendations</p>	<p>We recommend that Council:</p> <p>R2.1 Review the preseat treatment methodology for addressing peak roughness issues on the network and the potential of reflective flushing.</p> <p>R2.2 Enforce the National Utility Code of Practice requirements for road opening reinstatements through corridor management processes.</p> <p>R2.3 Review and develop a whole of community approach to the planted median management in transport corridors.</p>
<p>Suggestions</p>	<p>We suggest that Council:</p> <p>S2.1 Review the crack bandaging approach for AC surfaces, to ensure that it is appropriate and cost effective.</p> <p>S2.2 Continue the use of AC millings targeting high-stress areas of the unsealed network.</p>
<p>Invercargill City Council's comment</p>	<p>R2.1 – This has been reviewed and better communication and instruction implemented in the current year. This is a reflection of the new staff, where we have previously had very experienced supervision available.</p> <p>R2.2 – We have implemented MyWorkSites as a better software solution to assist with better management of Utility work including safety and traffic management. We believe we have good processes to ensure that those working in the road corridor follow the Code of Practice. Council will look to have better follow up processes post completion to ensure the liability of faulty work is net by the utility.</p> <p>R2.3 – Noted. We will continue to develop a strategy which clarifies the expectations including reducing some areas where plantings have been and those on State Highways.</p> <p>S2.1 - We see this issue as one where better contract instruction and management is required.</p> <p>S2.2 – Noted. Future recovery of millings and storage for use is being considered. We agree this has been successful in the first year following application and we will be monitoring if this has longer term benefits.</p>

\* \* \*

3. Activity Management		Some Improvement Needed
<p>Overall, the network condition is relatively good. Condition indicators for pavement, surface condition and smooth travel were improving. However, as noted in section 2, there was an observed drop in performance for the smooth travel exposure in 21/22 within the urban network. There was also a drop in performance for the roughness over the network, particularly on the Urban Connectors and Activity Roads. When compared to the peer groups for Invercargill City, the network is performing above expectation.</p> <p>Review of the Transport Investment Online (TIO) data highlighted some concerns with the forecasts provided for the 21-24 period, including a large variance between the forecasted treatment rates and the actual claimed treatment rates. For future forecasting we would expect improvements be made to these forecasts. As stated in section 2, the renewals forward work programme was developed for a 10-year horizon. We would expect ongoing field validation and review of the renewals FWP will enable more accurate forecasting for the next round of funding requests.</p> <p>The frequency of claiming within TIO was also highlighted as needing improvement, to ensure overall awareness of the budgets and year end process.</p> <p>Review of the Net Present Value (NPV) analysis for the previous rehabilitation projects found the approach undertaken to be adequate and compliant. We note the good initiative to undertake a post-construction update, inclusive of the final actual claimed costs for the project. We encourage this process to continue and the learnings to be applied to forecasting of treatment costs and rates.</p>		
Recommendations	<p>We recommend that Council:</p> <p>R3.1 Complete claims in TIO within appropriate timeframes.</p>	
Suggestions	<p>We suggest that Council:</p> <p>S3.1 Review the forecast rates against the latest actual treatment rates when completing the next funding application.</p>	
Invercargill City Council's comment	<p>R3.1 – We note and agree that the claiming via TIO has had a number of challenges as Council transitions to a new financial system. We will develop a process to make sure we have accurate information to make claims in a more timely manner.</p> <p>S3.1 – Noted. The development of the funding application will use the most recent data form RAMM.</p>	

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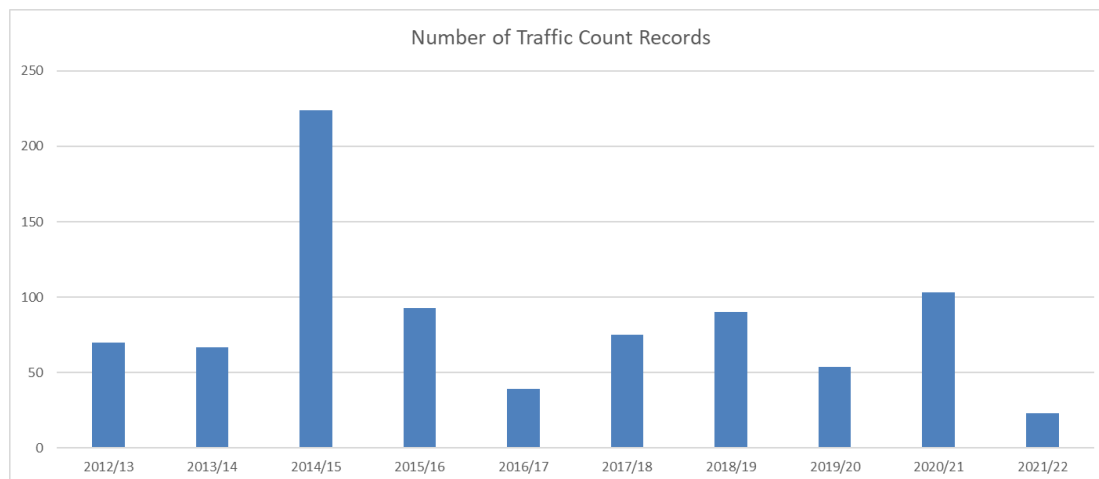
4. Data Quality		Some Improvement Needed
<p>Review of the Te Ringa Maimoa Transport Insights Data Quality report highlights that improvements have been made to the overall quality of data on the network. While the results place the Council's data quality score in the lower quartile of the country, the data quality score for the past 3 years has shown a significant improvement which we find very encouraging and supports the focus on improving data quality</p>		



for the network. The data quality report within Transport Insights provides a practical guide around what is required to improve the data quality. This should be considered as part of the data improvement plan.

The audit team noticed cases of missing asset data while using the Mobile Roads application, e.g. Kelvin Rd missing surface information. We recommend undertaking a review of this missing data and ensuring the asset inventory is updated.

There were also some concerns with the traffic count estimates on the network as there was a very low quantum of counts captured on the network over the past 5 years. We recommend a review of the traffic count strategy and a review of the process for determining traffic count estimates for the network. A useful tool for this would be the Traffic Count Estimates tool within Transport Insights.



<p><b>Recommendations</b></p>	<p>We recommend that Council:</p> <p>R4.1 Develop a Traffic Count plan and review the method of determining traffic estimates on the network.</p> <p>R4.2 Prepare a data quality improvement plan, aligned to the data quality report from Transport Insights.</p>
<p><b>Suggestions</b></p>	<p>We suggest that Council:</p> <p>S4.1 Review the surfacing inventory data to ensure completeness across the network</p>
<p><b>Invercargill City Council's comment</b></p>	<p>R4.1 – We agree and have commenced on improving the number of traffic counts achieved along with having a more robust process to ensure all data is available and correctly recorded. This programme is currently being developed by our Professional Service Provider.</p> <p>R4.2 – Council agrees that a review of the data quality is important and we establish a detailed improvement programme. This has been considered in the current AMP and NLTP 24-27 submission.</p> <p>S4.1 – The review of the surfacing data will be included in the improvement plan noted above.</p>

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**5. Safety****Some Improvement Needed**

There hasn't been a noticeable reduction in deaths and serious injuries, or crashes involving death or serious injury, on the network over recent years and although improvements have been made in some areas, notably speed management, we would reiterate the view from the previous audit that road safety still needs to be a greater priority in the management of the network.

**Intersections and Vulnerable Road Users**

Intersections and vulnerable road users continue to be a concern, as also highlighted in the 2020 Road Asset Management Plan. The Communities at Risk Register 2022 ranks Invercargill as the worst performing local authority area in the country with respect to intersections, and cyclists were also shown as a high concern. Pedestrians were not classified as a concern, however personal risk for pedestrians has increased from the previous year. While the Communities at Risk Register is a reflection of all crashes in the local authority area, including those on State Highways, it provides a good indication of the issues in the area which can help inform education and enforcement activities to help improve safety, together with the potential need for physical interventions.

The audit team support Council's approach of treating flush zebra crossings by reducing through traffic to a single lane in each direction where previously there were two traffic lanes in the same direction and understand that at the time of the audit there remained only one such zebra crossing to be treated. It was however disappointing to see very little vertical displacement accompanying these changes to further improve safety for pedestrians at these locations.

Similarly, very little vertical displacement in the form of raised safety platforms (RSP's) or raised intersections were observed around the network. Where RSP's have been installed, for example at the intersection of Otatara Road, Dunns Road and Ariki Ave, Council commented that they were working well, so we would encourage Council to hasten the introduction of similar interventions elsewhere on the network to help address the intersection issues while simultaneously improving safety for vulnerable road users, particularly in the urban areas.

Other relatively low-cost interventions could also help to improve the safety performance of many intersections; the introduction of splitter islands with accompanying gated Give Way or Stop signs to raise the conspicuity of an intersection being one option that could be considered. This would be particularly beneficial to long straight corridors that have 'visual deceit' type issues where a driver could potentially misinterpret or not be aware of a priority control, with Ythan Street being such an example.

Council's proposals to implement various intersection improvements around the network, including intersection speed zones, left in-left out operation and the closing of some intersections altogether will also be beneficial and help to improve safety.

Good progress has been made with the provision of cycling infrastructure around the network and it was particularly pleasing to see that some separated facilities have been installed. With the large majority of the cycling network being unprotected on-road cycle lanes though, we encourage Council to continue to pursue opportunities to provide dedicated, separated cycling facilities where possible. In that vein it was great to see the collaboration with Waka Kotahi on the project to extend the shared path on SH1 into Bluff (together with other associated improvements), with the project being funded by Waka Kotahi but delivered by Council.

While there is a large network of on-road cycle lanes in the urban area, very little green pavement marking was observed in the cycle lanes, and it was noticeably absent through most intersections. Where on-road cycle lanes are not planned to be upgraded to a separated facility, we would encourage Council to increase the amount of pavement marking and the use of cycle symbols, particularly through intersections, to improve awareness of the cycling lanes and cyclists. The continuity of some cycle lanes could also be improved.

### **Speed Management**

The audit team commend Council for the recent implementation of such a comprehensive and ambitious Speed Management Plan that, among other changes, has created a network with no speed limits greater than 80 km/h and provides for a phased roll out of Variable Speed School Zones based on risk. These changes will no doubt contribute to a safer road network for all road users.

Based on monitoring and data gathering as detailed in the Speed Management guide, particularly regarding before and after speed data, we would though encourage Council to consider introducing more physical measures like repeater signs and enhanced threshold treatments to help increase driver awareness of and compliance with some of the new speed limits. Comments from Council that repeater signs have been vandalised in some of the new 80 km/h areas are acknowledged but such signage remains necessary.

Some of the new 60 km/h speed limits in rural areas are known to have particularly poor compliance, especially those with long, straight sections and little roadside development, Curran Road for example. In the CBD, the new 30 km/h speed limits observed by the audit team were only demarcated by gated signs, some of which are potentially hard to see and would be completely obscured by large, parked vehicles, Kelvin Street for example. Enhanced threshold treatments, with pavement markings as a minimum, would be beneficial in the CBD area and also elsewhere on the network where a change in roadside development is not immediately obvious to a driver on the approach to a new speed limit.

There are also some very wide roads on the network, the urban section of Bay Road being one example, so Council should consider reducing the carriageway width when kerb and channel renewals are being undertaken in such areas as it would help to further encourage reduced operating speeds.

### **Traffic Signs and Delineation**

Delineation and signage was generally to a good standard but some inconsistencies and omissions were observed across the network and with the infrastructure risk rating (IRR) indicating that all of the High risk sections, and nearly all of the Medium-High risk sections, of the network are in rural areas (together more than 11% of the network by length are indicated as being High or Medium-High risk rural roads), there are opportunities for improvement, particularly in rural areas.

Otatara Road where it intersects with Ferry Road is an especially poor example of incorrect, confusing and potentially unsafe curve advisory and chevron treatments being used. PW-68 chevron boards, intended for use at the head of T-intersections, have been installed at numerous bends around the network where a side road is located on or near the bend, including the Otatara Road example. These chevron boards should be removed and replaced with an appropriate horizontal curve treatment, together with the applicable PW advance warning signage, and possibly flag lighting, to raise awareness of the side road.

A significant number of signs and chevrons on Flagstaff Road in Bluff were incorrectly aligned which Council suggested could be associated with the Burt Munro Challenge Hill Climb event. It would therefore be beneficial for Council to ensure that a post-event review of Flagstaff Road is undertaken each year to ensure that the signs and chevrons have been correctly reinstated.

Hazard markers were missing on quite a number of utility poles around the network so we would encourage Council to work with the utility companies to ensure that hazard markers are used appropriately, particularly in rural areas.

It was noted that a one-lane bridge on Awarua School Road did not have signs in either direction to indicate priority and advance warning signage to alert drivers that a road is transitioning from a sealed to an unsealed (gravel) surface was observed to be missing in some locations.

A number of W14-7.2 'Slippery when wet' type warning sign combinations were observed around the network so we remind Council that such signage should not be permanent and should be removed as soon as the road surface defect has been remedied.

**Safe System Audits**

No Road Safety Audits (RSA's), Safe System Audits (SSA's), which replaced the RSA process in 2022, or SSA exemption forms were provided to the audit team. While there isn't a suggestion that these are not being done, we would remind Council of the need to undertake a SSA or to complete the exemption form for all projects, and would emphasise the benefit in doing an SSA as part of the pre-implementation project phase as a minimum as the Safe System assessment aspect of the SSA will help ensure that a project is well aligned with a Safe System.

**Other comments**

We would encourage Council to adopt a policy of sealing back unsealed rural sideroads where they intersect with sealed roads, to reduce the likelihood of loose metal migration into the intersection and to allow for the applicable TCD pavement markings to be installed if necessary.

Tactile pavement indicator use on the network was inconsistent, with a number of existing installations, including relatively new ones, not being to standard.

A number of non-standard sign colour combinations were observed around the network, particularly on chevrons, including yellow on blue, yellow on black and an unusual variation of white on black. These signs should be replaced when they are due for renewal, if not before.

A number of faded line markings, including Stop and Give Way limit lines, were also observed.

<p>Recommendations</p>	<p>We recommend that Council:</p> <p>R5.1 Review the rural road network and upgrade delineation and signage to ensure that it is consistent across the network and in line with the requirements of the Traffic Control Devices (TCD) manual. This includes the replacement of old and non-compliant signs.</p> <p>R5.2 Undertake Safe System Audits or exemption forms for all projects. Pre-implementation phase SSA's should be undertaken as a priority to realise the benefit of the Safe System assessment aspect of the SSA and therefore ensure that a project is well aligned with a Safe System.</p> <p>R5.3 Consider the introduction of significantly more vertical deflection across the network, particularly at intersections, to improve safety for all road users, especially vulnerable road users.</p>
<p>Suggestions</p>	<p>We suggest that Council:</p> <p>S5.1 Investigate other relatively low-cost interventions for use at intersections, e.g. splitter islands with gated signs, to raise the conspicuity of, and improve the safety of, those intersections.</p> <p>S5.2 Increase the provision of dedicated separated cycling infrastructure. In locations where that is unlikely to be a viable option, increase the amount of pavement marking and use of cycle symbols in existing</p>

	<p>on-road cycle lanes, particularly through intersections, to improve awareness of the cycling lanes and the possible presence of cyclists.</p> <p>S5.3 Consider introducing more physical measures like additional repeater signs and enhanced threshold treatments to help increase driver awareness of and compliance with new speed limits.</p> <p>S5.4 Consider reducing the carriageway width of excessively wide urban roads when kerb and channel renewals are being undertaken in those areas. This would help to ensure appropriate operating speeds while also providing operational and maintenance benefits.</p> <p>S5.5 Initiate post-event reviews of Flagstaff Road following the Burt Munro Challenge Hill Climb event each year to ensure that the signs and chevrons have been correctly reinstated.</p> <p>S5.6 Increase the frequency of routine network inspections, including night inspections, in order that deficiencies can be identified and addressed as soon as possible.</p> <p>S5.7 Formalise a policy of sealing back unsealed rural sideroads where they intersect with sealed roads, to reduce the likelihood of loose metal migration into the intersection and to allow for the applicable TCD pavement markings to be installed if necessary.</p> <p>S5.8 Review tactile pavement indicator provision across the network.</p>
<p>Invercargill City Council's comment</p>	<p>R5.1 – Noted and agreed.</p> <p>R5.2 – Noted. Council has an audits/exemption process in place and sought a number of pre and post construction audits on projects. We will plan to have a wider system review undertaken.</p> <p>R5.3 - Agreed with the direction proposed. Budget constraints within the NLTP allocation (and what it can be spent on) has limited the extent to the implementation. Council would agree that this would be advantageous along with more painting of cycleways. It is hoped that further support will be provided to assist in future NLTP bids to allow this to be advanced.</p> <p>S5.1 &amp; S5.2– Noted. This will depend on the LCLR approved programme and the degree of flexibility available to Council in deciding where these are able to be installed. Some communication with the public ( in advance of platforms) will be needed so the public understand these changes.</p> <p>S5.3 – Noted. This will be actioned in the 23/24 year.</p> <p>S5.4 – Noted. This is currently considered with each renewal. There are economic considerations and these are assessed on a case by case basis.</p> <p>S5.5 – Agreed that Council will have a post event procedure (either internally or by an approved supplier) who certify that any signage or similar has been suitably reinstated.</p> <p>S5.6 – Agreed, and will be implemented in the current financial year. The Operations team will be responsible to manage the process.</p>

	<p>S5.7 – Many of the intersections have been sealed back to allow the markings and safety approach. A review will be undertaken to identify those areas where this has not occurred and to also check for any maintenance requirements.</p> <p>S5.8 – The use of tactile's was in place but with changing people this has not been highlighted to the new team. Our approach has been to place tactile's on the main and agreed routes at renewal rather than on every intersection (other than in CBD and shopping areas). An installation guideline is needed.</p> <p><i>NZTA comment re S5.8: Council should refer to 'RTS14 – Guidelines for facilities for blind and vision impaired pedestrians' and to Technical Note #20-20 'Tactile Indicator Installation Note' on the NZTA website for guidance.</i></p>
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### 3. APPENDICES

#### APPENDIX A

## Council Feedback

ICC appreciate the opportunity to have the Waka Kotahi team visit Invercargill and review the technical aspects of its network.

It recognises that this short audit needs to cover a wide range of activities and areas and at times will only see aspects of the work that is planned and undertaken. The ICC team has experience in assisting with other audits and do understand the challenges of bringing these ideas and concerns to the forefront to assist and ensure that the work undertaken by Council aligns with the national expectations.

The recommendations and suggestions have been discussed at the time of audit and we are generally happy with the is suggested. There are a number of actions which have already commenced and under action.

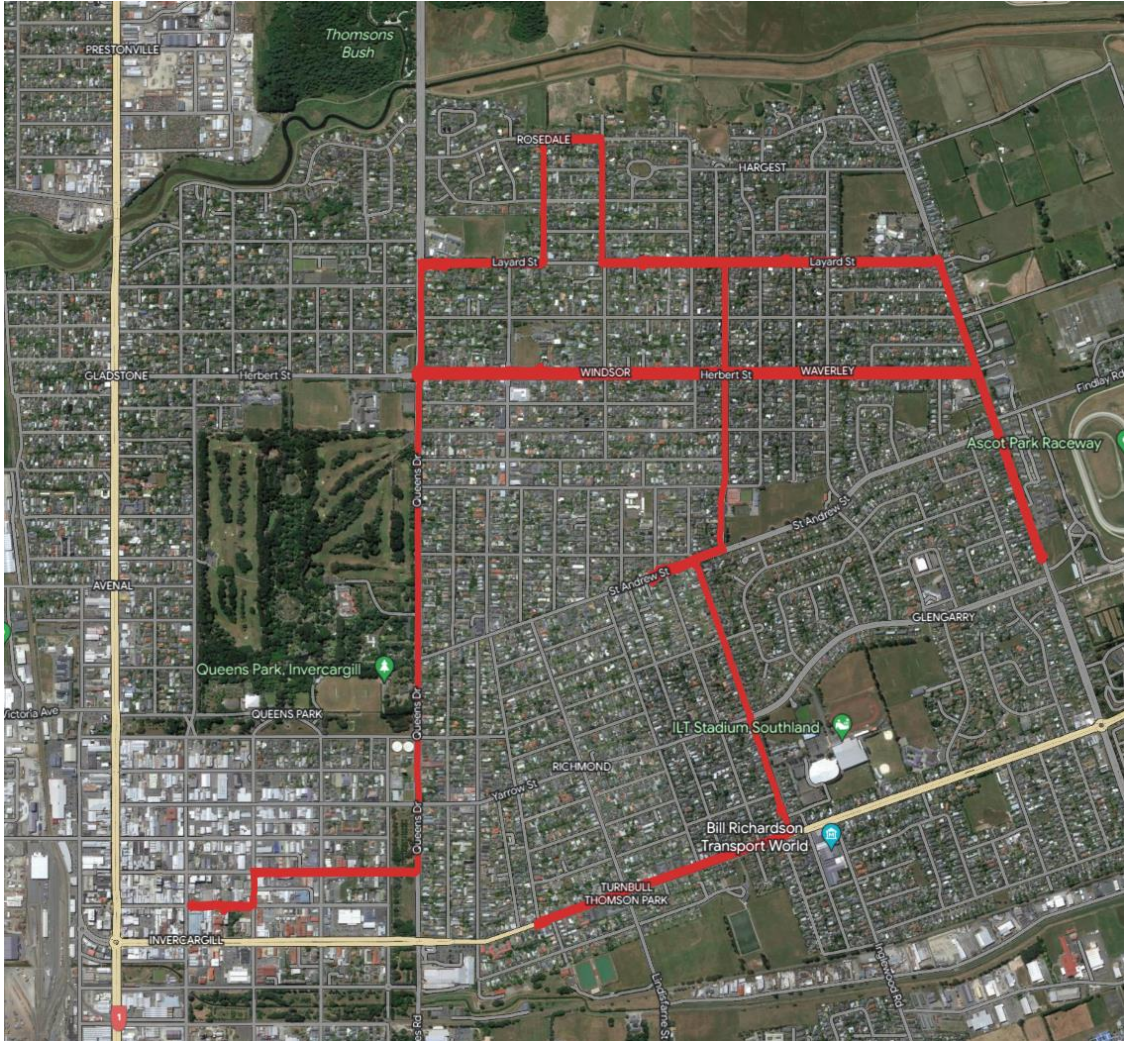
Council has a new maintenance contract is working through a range of maintenance and delivery process which will assist the teams, particularly around signage and vegetation.

The Code of Practice for Utilities is a process which Council sees and has strong relationships with all the providers but see the comments as an opportunity for us to review our process and strengthen what is done.



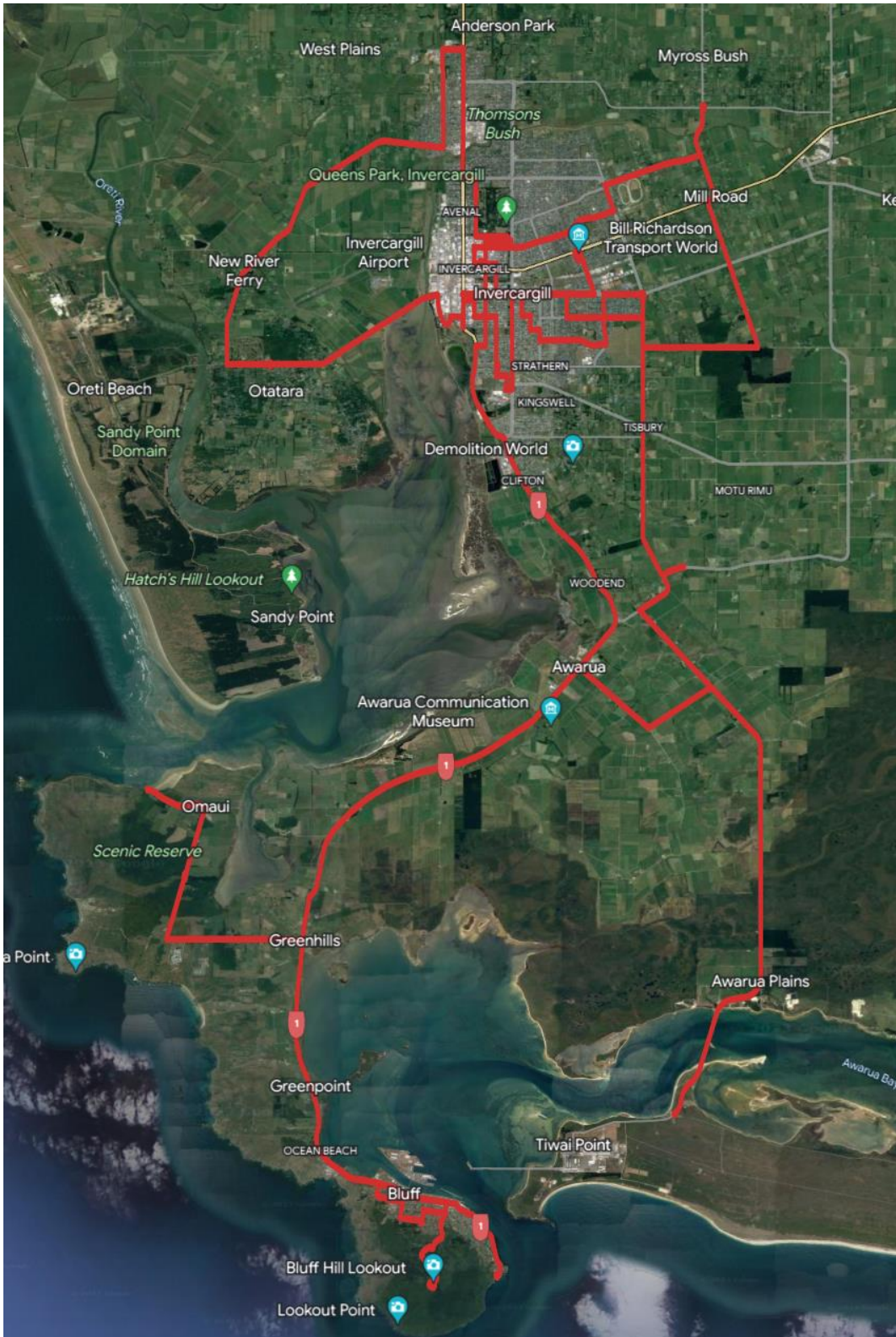
APPENDIX B

# Audit



Day 1 – Audit Coverage





Day 2 – Audit coverage

## TEMPORARY ROAD CLOSURE – GREAT SOUTH, PŌHUTUKAWA FASHION & FLAMES

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Wednesday 3 April 2024
<b>From:</b>	Doug Rodgers – Manager – Strategic Asset Planning
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date:</b>	Tuesday 26 March 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

Council has received a request for a temporary road closure for the Pōhutukawa Fashion & Flames, Great South event on Saturday, 15 June 2024.

Council is being asked to consider 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 Waka Kotahi) which it decides will not unreasonably impede traffic.

### Recommendations

That the Infrastructure Committee:

1. Receives the report "Temporary Road Closure - Great South, Pōhutukawa Fashion & Flames".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street between Dee Street and Kelvin Street between the hours of 4.00pm and 9.30pm.

### Background

On Friday, 1 March 2024 Council received a request from Great South requesting for the temporary road closure for Esk Street between Dee Street and Kelvin Street on Saturday, 15 June 2024 from 4.00pm until 9.30pm to allow for the safe set up, delivery and pack down for the event which is to be held from 6.00pm until 8.00pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minor impact on traffic movements.

Good traffic management will be provided. With the location of this event, there are no options of alternative routes available.

A request has been made to the NZ Police and Waka Kotahi and no objections to this event are anticipated.

## **Issues and Options**

### **Analysis**

This event will create only minor disruption to traffic flows.

The closing of the streets is necessary to allow the event site to be set up on the day of the event. The closure will also assist the event organisers to provide appropriate safety of the set up staff, participants and general public at this event.

### **Significance**

This request is not significant in terms of Council policy.

### **Options**

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

## **Community Views**

This legislation does not require community views to be sought.

## **Implications and Risks**

### **Strategic Consistency**

This report is consistent with good governance of our roads.

### **Financial Implications**

No direct financial implications.

### **Legal Implications**

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

### **Climate Change**

This report does not have a direct Climate Change impact.

### **Risk**

Council will be seeking that the Event Manager provide an Event Management Plan which considers the risks and methods to mitigate them. These plans will form part of the approval.

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive. Waka Kotahi also has to have temporary traffic management on their network to allow this event to occur.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

### **Next Steps**

If this closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted on the ICC website.

### **Attachments**

1. Road closure request from Great South – Pōhutukawa Fashion & Flames (A5246837).



**26/02/24**

## **REQUEST FOR ROAD CLOSURE**

**Event:** Pōhutukawa Fashion & Flames

**Date:** Saturday 15 June 2024

**Event Time:** 6:00pm – 8:00pm

**Main Event Area:** Esk Street (between Dee Street and Kelvin Street)

**Requested Road Closure Timings:**

Closed: 4:00pm

Reopened: 9:30pm

Great South and Invercargill City Council are collaborating with Ārahi Māori Womens Welfare League to create a Matariki celebration activation on Esk Street on Saturday 15 June 2024, from 6:00pm until 8:00pm. This will require the closure of Esk Street between Dee Street and Kelvin Street between the hours of 4:00pm and 9:30pm to allow for the safe set up, delivery and pack down of the event.

This activation provides an opportunity for the public to gather, celebrate, and be entertained in the Invercargill city centre, creating a vibrant atmosphere, and encouraging the use and enjoyment of the recent city centre upgrades.

### **Event details**

- Entertainment will include fire performances synced with music, as well as a themed fashion runway show. Picket fencing will be placed to separate performers from the crowd in a long, thin layout to allow viewing from a large area.
- Audio will be amplified to no more than 85dB as per district plan noise limits. Lighting displays may also be added to augment the available LED lighting on Esk Street.
- This is an alcohol-free, family focused event.
- Adjacent shops will be encouraged to remain open late to take advantage of the increased volume of visitors. All of Invercargill Central mall will remain open until 9pm.
- A robust health and safety plan and waste management plan will be implemented.
- Traffic Management to be planned and implemented by RTMNZ.

### **Communication to Affected Parties**

- A letter of proposed road closure will be distributed by Friday 8 March 2024 to Esk Street businesses, retailers, carparks, and landlords to pass on to tenants and staff, detailing the proposed road closure and the nature of this event.
- Notifications will also be distributed digitally via the monthly City Centre Update newsletter.

### **Key Point of Contact**

Oli Cameron is the key contact person regarding this road closure request. Please do reach out if you have any questions. Best contact is [oli.cameron@greatsouth.nz](mailto:oli.cameron@greatsouth.nz)

Yours faithfully,

A handwritten signature in black ink that reads "Oli Cameron". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Oli Cameron – City Centre Coordinator  
020 410 88602  
[oli.cameron@greatsouth.nz](mailto:oli.cameron@greatsouth.nz)

### **Southland Regional Development Agency**

143 Spey Street, PO Box 1306, Invercargill 9840, Southland, New Zealand  
Phone +64 3 211 1400 Email [info@greatsouth.nz](mailto:info@greatsouth.nz)

[greatsouth.nz](http://greatsouth.nz)

## ACQUISITION OF LAND FROM HIS MAJESTY THE KING (KĀINGA ORA – HOMES AND COMMUNITIES) – PUBLIC WORKS ACT 1981

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Wednesday 3 April 2024
<b>From:</b>	Heather Guise – Property Portfolio Manager
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date:</b>	Tuesday 26 March 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

Kāinga Ora (on behalf of His Majesty the King) is the residual owner of land currently occupied by Invercargill City Council for the purposes of access into reserve land and formed pedestrian walkway off Miller Street.

When the land was originally subdivided it was the intent to transfer this land to Council. Agreement has now been reached with Kāinga Ora requiring a Council resolution to complete the transfer.

### Recommendations

That the Infrastructure Committee:

1. Receives the report "Acquisition of Land from His Majesty the King (Kāinga Ora – Homes and Communities) – Public Works Act 1981".

### Recommendations to Council

2. In accordance with Section 17 of the Public Works Act 1981, the Invercargill City Council agrees to acquire the land described as Part Lot 1 DP3373 containing 483 m<sup>2</sup> more or less being all of the balance of the land comprised in Record of Title SL183/1, at nil compensation, for the following purposes:
  - a) An access way between Miller Street and Turnbull Thomson Reserve; and
  - b) A walkway access between Miller Street and Tweed Street.
3. The Chief Executive be given delegated authority to enter into the Memorandum of Agreement Pursuant to the Public Works Act 1981 annexed as Appendix 1 (A5287597).

## **Background**

Council Officers have been negotiating with Kāinga Ora to tidy up two strips of residual areas of land remaining in record of title SL183/1 which Council has formed and utilised as follows:

1. An access between Miller Street and Turnbull Thompson recreation reserve, and
2. A walkway access between Miller Street and Tweed Street.

An aerial photograph showing the strips of land in question is annexed as Appendix 2 (A5287613).

These access strips were laid out as an integral part of the Crown's housing subdivision represented on DP 4322 and SO 5536, and should have been formally dedicated and vested as public access as part of the implementation of that subdivision.

## **Process to Complete**

In order to finalise the transaction and following execution of the Agreement between Council and Kāinga Ora, Council will carry out the following steps:

1. Arrange for a survey plan to be produced, which defines the two residual areas of land remaining in record of title SL183/1, sufficient for gazettal purposes.
2. Advise Te Rūnanga o Ngāi Tahu of this circumstance and seek their approval of the intended process to complete the outstanding actions, required to complete the original subdivision.
3. Seek Minister for Land Information approval for a gazette notice to implement the acquisition under the provisions of Section 17 of the Public Works Act 1981:-
  - a. To take both parcels of land for public work purposes, and
  - b. Declare the strip between Miller and Tweed Streets to be road (access way) pursuant to Section 114 of the Public Works Act 1981.

All costs associated with the above work will be recovered from Kāinga Ora in terms of Schedule B of the Agreement.

Council will then implement a separate action to:

1. Have the Miller Street – Turnbull Thomson Park access strip declared Recreation Reserve, pursuant to Section 14 of the Reserves Act 1977.
2. Order a new record of title to combine this area with the land comprised in SLB2/458.

## **Implications and Risks**

### **Financial Implications**

Transfer of the land to Council will be at nil compensation with costs associated with survey and gazettal action being the responsibility of Kāinga Ora.

In order to expedite the matter, Council will carry out the actions to complete the transfer and recover those costs from Kāinga Ora.

Council will be responsible for any costs associated with designating the access way to Turnbull Thomson as reserve.

### **Risk**

Completion of this matter will enable Council to deal with the land as it was originally intended, including designating the two parcels either as road or under the Reserves Act. There are no risks associated with this action by Council.

### **Next Steps**

Officers will complete the process outlined above.

### **Attachments**

1. Appendix 1 – Acquisition Agreement (A5287597).
2. Appendix 2 – Aerial photograph of subject land (A5287613).



A5287597

**Memorandum of Agreement Pursuant to the Public Works Act 1981**

**Agreement** made this ..... day of ..... 2024

**between His Majesty the King for the purposes of the Housing Act 1955 (Owner)**  
**and Invercargill City Council**

The Owner offers to dispose the Land described below to the Invercargill City Council, for public work purposes, and Invercargill City Council agrees to acquire the subject Land pursuant to section 17 Public Works Act 1981 for nil compensation, subject to the conditions set out in the Schedules appended hereto.

**The Land** described as:- Parts Lot 1 DP 3373, area 483 square metres, being all of the balance of the land comprised in SL183/1, as illustrated on the diagram appended hereto.

**1. The Owner** acknowledges :-

That the residual areas of land remaining in record of title SL183/1 have been formed and utilised as

- a) An access between Miller Street and Turnbull Thompson recreation reserve, and
- b) A walkway access between Miller Street and Tweed Street.
- c) And that, these access strips were laid out as an integral part of the Crown’s housing subdivision represented on DP 4322 and SO 5536, and should have been formally dedicated and vested as public access as part of the implementation of that subdivision.

**2. The Owner** agrees to :-

- a) The acquisition being implemented by way of a proclamation under the provisions of the Public Works Act 1981.

**3. The Owner** further agrees to provide to the Invercargill City Council a good title to the land and to comply with the requirements set out in the Schedules hereto.

**4.** This agreement shall not be binding on the Invercargill City Council until signed on behalf of the Invercargill City Council.

Signed for and on behalf of **His Majesty the King** by **Kāinga Ora—Homes and Communities under section 36 Housing Act 1955**

.....  
*Name of Authorised Officer*

.....  
*Signature of Authorised Officer*

in the presence of:

.....  
*\*Name of Witness*

.....  
*Signature of Witness*

.....  
*\*Address of Witness*

.....  
*Occupation of Witness*

Signed for and on behalf of  
**Invercargill City Council**

.....  
*Name of Authorised Officer*

.....  
*Signature of Authorised Officer*

in the presence of:

.....  
*\*Name of Witness*

.....  
*Signature of Witness*

.....  
*\*Address of Witness*

.....  
*Occupation of Witness*

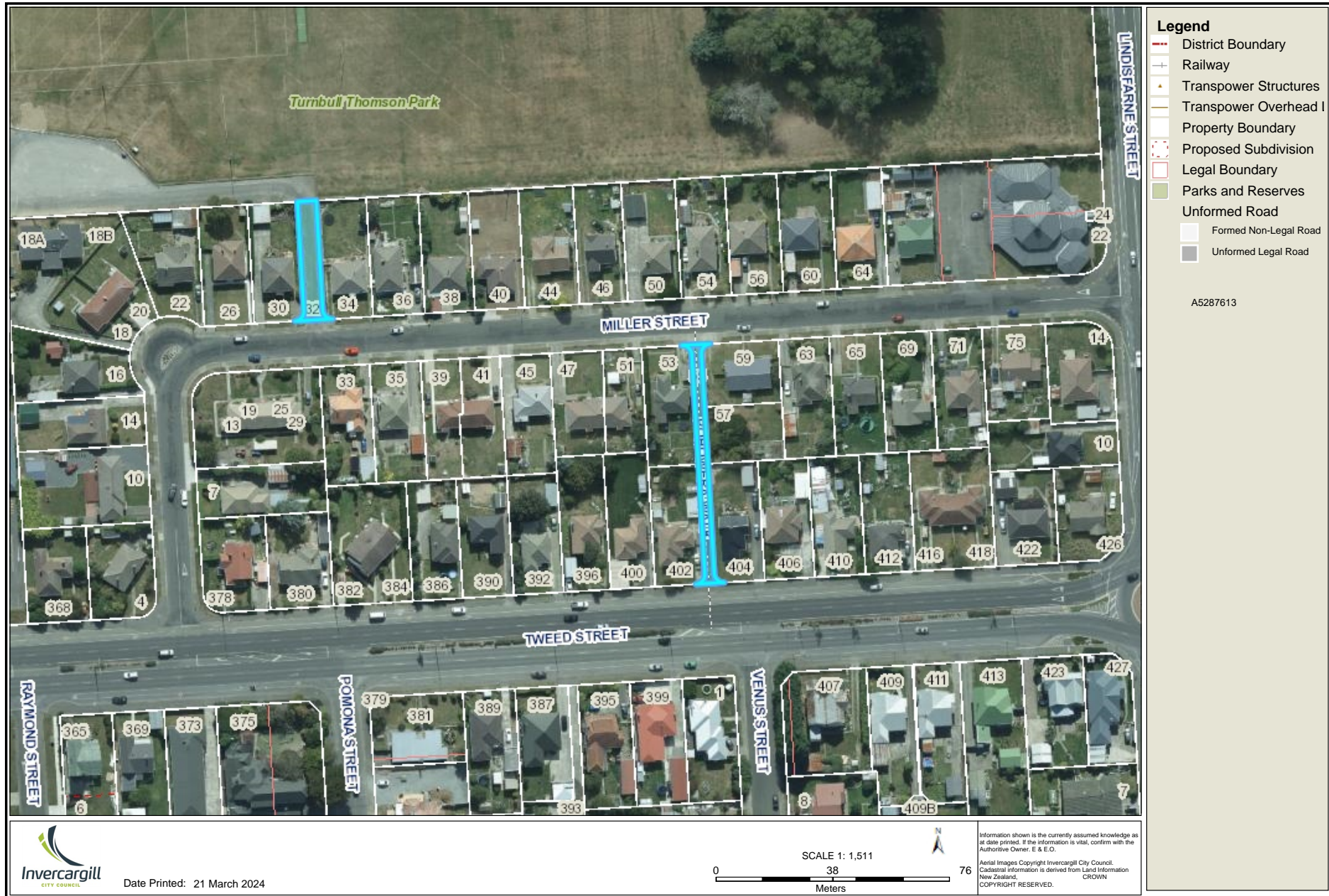
### **Schedule A: Conditions relating to land taken or to be taken by Proclamation or Declaration**

- (1) **Acquisition of Title**  
The Invercargill City Council will take the specified interest in the land by Proclamation or Declaration but may register a compensation certificate against the title pending issue of the Proclamation or Declaration to facilitate settlement.
- (2) **Possession**  
Vacant possession of the land shall be given to Invercargill City Council on settlement which shall be:  
On the date of publication in the New Zealand gazette of a notice declaring land to be acquired for public purposes.
- (3) **Mortgagees' Statements**  
As the issue of the Proclamation or Declaration will clear or has cleared the land of any encumbrance the Owner shall advise whether the land is or was, at the date of acquisition subject to any registered or unregistered mortgage, lien, or charge. If the land is/was so subject the Owner or his solicitor shall forward to Invercargill City Council statements signed by each Mortgagee and holder of the lien or charge setting out the amount required to be paid to it in discharge of reduction of the mortgage debt or for the release of the lien or charge and consenting to acquisition of The Land.
- (4) **Compensation**  
The Owner acknowledges that the sum specified above is in full settlement of compensation pursuant to the provisions of the Public Works Act 1981 for The Land together with the rights, easements and appurtenances thereto belonging and of all claims and demands in respect thereof or in respect of damage to the surrounding land by severance or otherwise howsoever.

### **Schedule B: conditions special for this transaction**

- (1) The Owner agrees to pay all costs associated with :-
  - Preparation and approval of a survey plan required to implement the agreed transaction.
  - Obtaining execution of the required gazette notice by the Minister for Land Information.
  - Publication of that gazette notice.
- (2) Invercargill City Council agrees to pay all costs associated with :-
  - Any additional consents / clearances required, to enable the said proclamation to be implemented.
  - Establishing any subsequent designation of the land to meet Council's needs.

**Note:** *The parties to this agreement should initial both pages and any alteration in print and additions to print and attachments and should be given a copy of this form for his/her/their own use.*



## ACTIVITIES REPORT

<b>To:</b>	Infrastructure Committee
<b>Meeting Date:</b>	Wednesday 3 April 2024
<b>From:</b>	Infrastructure Services Managers
<b>Approved:</b>	Erin Moogan - Group Manager - Infrastructure Services
<b>Approved Date</b>	Thursday 29 February 2024
<b>Open Agenda:</b>	Yes
<b>Public Excluded Agenda:</b>	No

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### Purpose and Summary

This report provides an update on the infrastructure activities of Council that sit outside strategic project delivery which is separately recorded.

### Recommendations

That the Infrastructure Committee:

1. Receives the "Activities Report".

### Cyanobacteria in the Oreti River

On 13 March 2024 Environment Southland detected Cyanobacteria (Blue Green Algae) at the Ōreti River in the vicinity of Council's water intake at Branxholme. Cyanobacteria are not, of themselves, a health hazard, but the toxins they produce (called cyanotoxins) are.

Cyanobacteria attract attention in part because of well-publicised incidents of animal poisoning. Outbreaks of human poisoning attributed to toxic cyanobacteria have also been reported in several countries including Australia, following exposure of individuals to contaminated drinking water, and the United Kingdom, where army recruits were exposed while swimming and canoeing. However, the only proven human fatalities associated with cyanobacteria and their toxins have occurred in Brazil.

The presence of cyanobacteria is a trigger for Council to implement monitoring as well undertaking an assessment of filtration backwash times at the treatment plant to ensure optimal filtration.

Council has received results from both pre and post treatment plant water samples and there were no cyanotoxins detected in the source or post treatment water. This means any potential cyanotoxins are below detectable levels. Should cyanotoxins have been present at a detectable level the Branxholme treatment plant has both advanced oxidation and

activated carbon filtration treatment types in the source water. These treatments are considered to be effective treatment processes to reduce public health risk from cyanotoxins to very low.

Fortnightly toxin testing will continue until such time as the visual algal mats in the Ōreti River fall below the trigger point.

### **23/24 Sealed Road Resurfacing program**

This year's chipseal program was completed by reseal contractors Downer over the weeks either side of Christmas. Downer have now also completed 90% of the asphalt resurfacing program in the month of March. This year works were completed overnight to minimise disruption to road users. There are two more sites to complete for the year and these will be done within the first week of April.

Sites completed include Queens Drive between Herbert and Gala. With extra funding becoming available from NZTA the team were able to advance this project into this year's work. The bulk of the work was completed very efficiently over one week meaning traffic disruptions were kept to a minimum.

### **Bainfield/Mill Road intersection**

Work started this month on this problem intersection with intersection widening to allow centre islands on Bainfield and Fairweather Roads to be installed to support further stop signs. Extra lighting is also underway to improve night time visibility and finally a "Rural Intersection Advanced Warning System" (RIAWS), a similar system to that installed at the Kennington SH1 corner – work is programmed here to be finished mid-April.

### **Bluff Cycleway**

Good progress has been made on the final stage of the Bluff to Invercargill cycleway through Bluff itself. The project is due for completion by the end of April and is currently on track.

### **School signs**

Tisbury School is the remaining school to receive its updated speed control signs. This was due to the decision to incorporate a RIAWS system on this site. Planning has progressed and it is expected to install these in the month of April. This project has come in under budget and the team is now working to identify additional safety work around some schools.

### **Footpath Renewals**

Work has also been progressing on annual footpath renewals throughout the city, Moulson Street, Albert Crescent, John Street and Joseph Street. Programmed footpath renewals will continue until the end of June.

### **Three Waters Maintenance Contract Snapshot – February 2024**

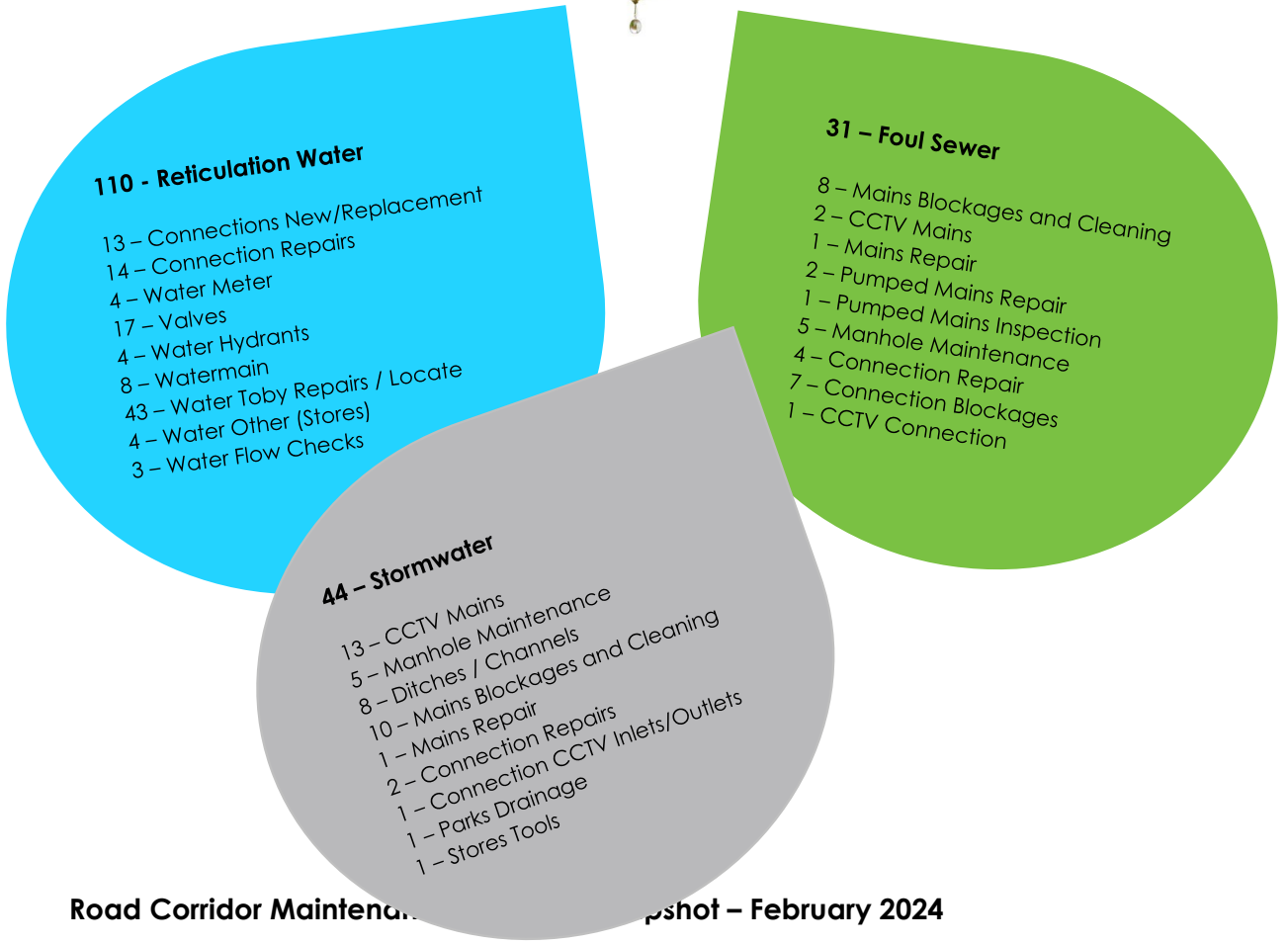


No major events to report this month.

Our water network had a higher than usual rate of minor leaks on property connections, the reason is unknown.

**185 Work orders issued**

- 112 Routine work orders issued, 85 completed and 27 due for completion next month.
- 14 Planned work orders issued, nine completed and five due for completion next month.
- 27 Urgent work orders issued with 23 completed and four due for completion next month.
- 32 Emergency work orders issued, with all completed in the month of February.



**Road Corridor Maintenance Snapshot – February 2024**

**136 RFS's Received**  
**130 RFS's Closed Out**  
**6 RFS's Being Investigated**  
**(Average Days to Close: 2)**

Received	108	82	140	Ave: 110
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**\* Previous months stats:**

1mo (Dec)	2mo (Nov)	3mo (Oct)	3mo Ave
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**864 m<sup>2</sup> of Pavement Repairs**

1375	1137	950	Ave: 334
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**8 Afterhours Callouts**

11	15	5	Ave: 10
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**227 km of Sweeping**

311	306	312	Ave: 310
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**67 Bus Shelters Cleaned**

48	46	66	Ave: 53
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**34 Pot Holes Repaired**  
**(23 Found vs 11 Reported)**

22	24	19	Ave: 21
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**38 Walkways Inspected**

Passed:	30	Cleaned:	8
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**69 km Urban Mowing**

137	100	151	Ave: 129
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**126 Signs Repaired**  
**(112 Found vs 14 Reported)**

132	143	142	Ave: 139
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**8km Urban Spraying**

Summer prog.	70%	Ave: 76
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**49 Street Light Faults**

22	15	37	Ave: 25
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**30 km of Roads Sprayed for Noxious Plants**

Summer prog.	30%	Ave: 22
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**95 Sumps Inspected and Cleaned**

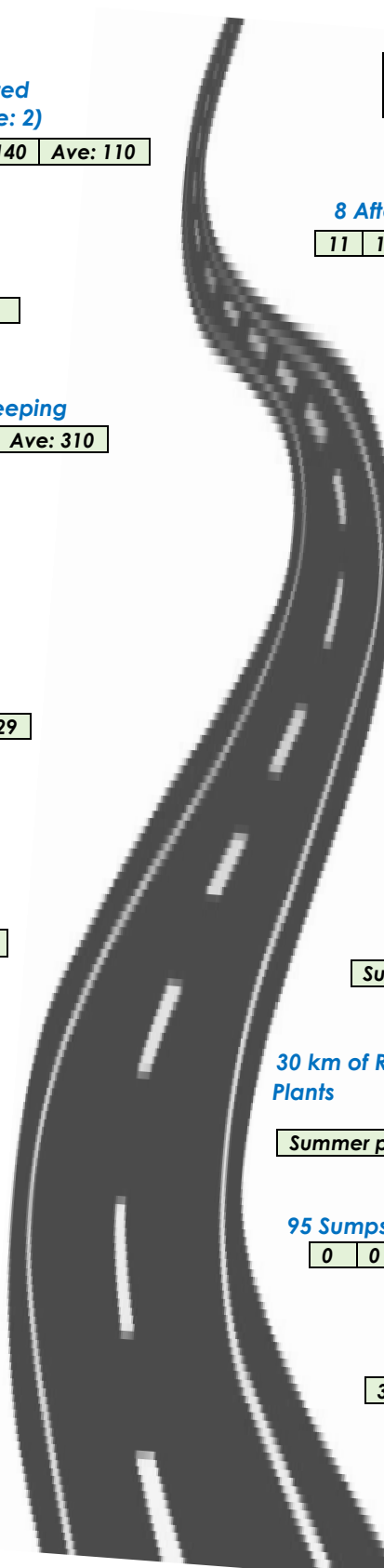
0	0	631	Ave: 210
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**44 km of Unsealed Grading**

52	46	66	Ave: 55
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**1380 litres of Roadmarking**

329	864	5665	Ave: 2286
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## Aged Care Housing Snapshot – February 2024

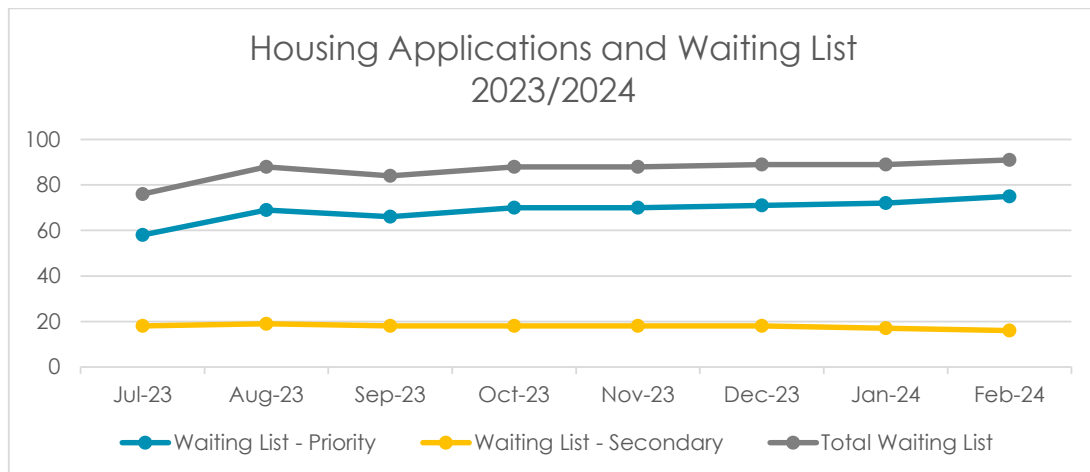
There were no significant events in the month of February.

### Work Orders Issued

114 Total Work Orders Issued for February 2024.

### General Housing Matters of Note During February 2024

- 4 Housing Applications Received
- 5 Housing Enquiries Received
- 3 Housing Tenancies Vacated
- 2 Housing New Tenancies
- 91 Current Housing Waiting List (Priority and Secondary Combined)



Housing Waiting List	July 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024
Waiting List - Priority	58	69	66	70	70	71	72	75
Waiting List - Secondary	18	19	18	18	18	18	17	16
Total Waiting List	76	88	84	88	88	89	89	91
Applications Received	4	13	0	4	3	2	4	4
Enquiries Received	11	15	3	4	5	5	6	5
New Tenancies	1	2	2	2	3	1	1	2
Tenancies Vacated	4	1	2	3	4	1	1	3

### Explanation to Trend

The total waiting list has a minor increase but continues to remain reasonably static.



Three Waters Pipe Renewals - Programme Control Group - Feb 2024 Schedule																																			
Projects							Construction Schedule																				RAG Color	Comment							
Project Number	Project Name	Phase	Contractor	Project Manager	Metres of Pipe Programmed	Construction/Design Progress	Mar 23	Apr 23	May 23	Jun 23	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24	Jul 24	Aug 24	Sep 24	Oct 24									
<b>Storm Water</b>																																			
100297	Dee St SW Renewal (Waihopai-Herbert)	Close Out	Fulton Hogan	Ashwin Gogate	565	565	[Gantt bar: Mar 23 - Jun 23]																									Green			
100478	Deveron St SW Renewal (Gala-Spey)	Close Out	Fulton Hogan	Ashwin Gogate	0	0	[Gantt bar: Mar 23 - Jun 23]																											Green	
100802	Leet Street SW Renewal	Design		Ashwin Gogate	804	75%																									Yellow	Design Delay due to engineering resources shortage			
100794	Deveron St SW Renewal (Don-Tay)	Design		Ivan Nikilin	132	90%																													
100656	Kelvin St SW Renewal	Design		Charlie Song	150	90%																													
100797	Dee/Esk St SW Overflow Renewal (Esk St)	Design		Charlie Song	12.7	100%																													
<b>Foul Sewer</b>																																			
100492	Kennington Wastewater Rising Main Renewal	Close Out	Southroad	Salomon Agullar	10	10	[Gantt bar: Mar 23 - Mar 23]																										Green		
100798	Morell, Nelson St Rising Main Renewal	Design		Ashwin Gogate	1034	25%																											Yellow	Design Delay due to engineering resources shortage	
100792	Doon St FS Renewal	Close Out	Southroad	Salomon Agullar	150	150																													
100803	Leet St FS Renewal	Design		Ashwin Gogate	359	75%																													
100782	Airport Ave FS Renewal	Design		Daniel Elliott	825	50%																													
100853	Leven St FS Renewal	Design		Mike Abramov	568	80%																													
100793	Cargill St FS Renewal	Construction		Salomon Agullar	308	0																													
100655	Kelvin St FS Renewal	Design		Charlie Song	95	70%																													
100845	Lower Esk St FS Renewal	Construction		Charlie Song	198	39																													
<b>Water Renewals</b>																																			
100353	Bluff Reservoir Outlet WM Renewal Portion B	Construction	Downer	Salomon Agullar	1015	546																												Green	
100849	Clyde St WM Renewal	Design		Ashwin Gogate	471	30%																												Yellow	1. New scope of work identified during construction and weather influence led to delays.
100855	Leven St WM Renewal	Design		Mike Abramov	389	80%																													
100854	Don St WM Renewal	Design		Ivan Nikilin	209	20%																													
100780	Kirkwood Lane Ridermain Renewal	Close Out	Wilson Contractors	Daniel Elliott	114	114																													
100758	Kildare Ridermain Renewal	Close Out	Southroad	Daniel Elliott	395	395																													Green
100759	Rothsay Ridermain Renewal	Close Out	Wilson Contractors	Daniel Elliott	110	110																													Green
100757	Russel and Gladstone Tce Water Renewal	Procurement		Daniel Elliott	365	0																													
100630	Bond/Spey St. Rider Main Renewal	Design		Charlie Song	275	100%																													
100637	Bluff High Way Rider Main Renewal (Elizabeth-Kew)	Design		Daniel Elliott	288	0																													
100844	Lower Esk St/Dee St Ridermain Renewal (New Hotel)	Design		Charlie Song	111	90%																													

Infrastructure Committee - Public - Minor Late Item - Activities Report (A5268050)

Three Waters Pipe Renewals - Programme Control Group - Feb 2024 Financial											
Project Number	Project Name	Project Budget (original Forecast) 23/24	Committed	Spend to Date	Variation	Forecast to Go	Updated Forecast Project Cost 23/24	LTP Budget	Percentage Finished	RAG Color	Comment
<b>Storm Water</b>		\$ 4,140,914	\$ 411,267	\$ 2,125,237	\$ 679,784	\$ 1,200,265	\$ 3,325,502	\$ 4,104,000	51.8%		
100297	Dee St SW Renewal (Walhopai-Herbert)	\$ 1,413,258	\$ 172,072	\$ 1,844,641	\$ 679,784	\$ 2,000	\$ 1,846,641		100.0%	●	Cost increases due to stand down for heritage approval, contaminated ground and increased NZTA reinstatement requirements.
100478	Deveron St SW Renewal (Gala-Spey)	\$ 125,000	\$ 53,750	\$ 140,604		-\$ 820	\$ 139,784		100.0%	●	
100802	Leet Street SW Renewal	\$ 1,768,579	\$ 7,960	\$ 67,816		\$ 437,184	\$ 505,000				
100794	Deveron St SW Renewal (Don-Tay)	\$ 344,077	\$ 176,212	\$ 50,452		\$ 293,625	\$ 344,077				
100856	Kelvin St SW Renewal	\$ 390,000		\$ 7,598		\$ 382,402	\$ 390,000				
100797	Dee St SW Renewal (Esk St)	\$ 100,000	\$ 1,273	\$ 14,126		\$ 85,874	\$ 100,000				
<b>Foul Sewer</b>		3,956,587	542,398	459,876	-	2,466,903	2,926,779	3,140,000	14.6%		
100492	Kennington Wastewater Rising Main Renewal	136,000	\$ 475,094	\$ 87,093		\$ 48,907	136,000		100.0%	●	
100796	Morell,Nelson St Rising Main Renewal	1,137,417		\$ 810		\$ 199,190	200,000				
100792	Doon St FS Renewa;	164,919	\$ 566	\$ 159,312		\$ 32,730	192,042		100.0%	●	
100803	Leet St FS Renewa;	394,950	\$ 8,464	\$ 25,066		\$ 204,732	229,798				
100782	Airport Ave FS Renewa;	762,363		\$ 4,050		\$ 758,313	762,363				
100853	Leven St FS Renewa;	625,081		\$ 16,170		\$ 608,911	625,081				
100793	Cargill St FS Renewa;	338,399	\$ 73	\$ 45,764		\$ 338,273	384,037				
100855	Kelvin St FS Renewal	104,500	\$ 2,147	\$ 12,791		\$ 91,709	104,500				
100845	Lower Esk Street FS Renewal	292,957	\$ 56,054	\$ 108,820		\$ 184,137	292,957		37.1%	●	
<b>Water Renewals</b>		\$ 4,182,880	\$ 1,944,515	\$ 1,578,259	\$ 145,510	\$ 1,532,069	\$ 3,110,328	\$ 3,290,000	48.0%		
100353	Bluff Reservoir Outlet WM Renewal Portion B	\$ 1,342,120	\$ 1,798,097	\$ 1,121,167	\$ 145,510	\$ 298,833	\$ 1,420,000		83.5%	●	Ground water, gound condition, hitting rock led to extra work and cost
100849	Clyde St WM Renewal	\$ 612,481		\$ 4,875		\$ 245,125	\$ 250,000				
100758	Kildare Ridermain Renewal	\$ 221,080	\$ 52,371	\$ 197,883		\$ 685	\$ 198,568		100.0%	●	
100759	Rothsay Ridermain Renewal	\$ 118,157	\$ 79,007	\$ 126,739		\$ 1,000	\$ 127,739		100.0%	●	
100780	Kirkwood Lane Ridermain Renewal	\$ 145,278	\$ 5,351	\$ 80,741		-\$ 4,755	\$ 75,986		100.0%	●	
100855	Leven St WM Renewal	\$ 506,035		\$ 8,130		\$ 497,905	\$ 506,035				
100757	Russel and Gladstone Tee (Albert to Grey St) Water Renewal	\$ 464,030	\$ 1,323			\$ -	\$ -				
100854	Don St WM Renewal	\$ 271,700		\$ 6,450		\$ 193,550	\$ 200,000				
100637	Bluff High Way Water Main Renewal (Elizabeth-Kew)	\$ 190,000		\$ 8,100		\$ 181,900	\$ 190,000				
100630	Bond/Spey St. Water Main Renewal	\$ 180,000		\$ 8,548		\$ 1,452	\$ 10,000				
100844	Lower Esk St/Dee St Water Main Renewal (New Hotel)	\$ 132,000	\$ 8,366	\$ 15,626		\$ 116,374	\$ 132,000				
<b>Total</b>		\$ 12,280,381	\$ 2,898,180	\$ 4,163,372	\$ 825,294	\$ 5,199,237	\$ 9,362,609	\$ 10,534,000	39.5%		