



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
Tuesday 7 May 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

07 May 2024 03:00 PM

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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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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 Waste Advisory Group (WasteNet) Meeting Held on 19 February 2024
- b) Minutes of the Public Excluded Session of the Infrastructure Committee Meeting Held on 3 April 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:

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 Waste Advisory Group (WasteNet) Meeting Held on 19 February 2024	<p>Section 7(2)(h) Enable any local authority holding the information to carry on, without prejudice or disadvantage, commercial activities</p> <p>Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>Section 48(1)(a) 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) Minutes of the Public Excluded Session of the Infrastructure Committee Meeting Held on 3 April 2024	<p>Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>Section 48(1)(a) 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>



Minutes of a meeting of the Waste Advisory Group (WasteNet), held in the Gore District Council Chambers, 29 Bowler Avenue, Gore on Monday 19 February 2024, at 10.15am

Present

Gore District Council

Cr Keith Hovell (Chair) and Cr Neville Phillips.

Southland District Council

Mayor Mr Rob Scott and Cr Christine Menzies.

Invercargill City Council

Acting Mayor Cr Tom Campbell and Cr Barry Stewart.

In attendance

General Manager Critical Services (Mr Jason Domigan, Gore District Council), Group Manager Infrastructure (Ms Erin Moogan, Invercargill City Council), Group Manager Infrastructure and Capital Projects (Ms Fran Mikulicic, Southland District Council), Grant Isaacs (Southland District Council) and one member of the public in the gallery.

Apology

Cr Ian Pottinger (Invercargill City Council) apologised for absence.

1. CONFIRMATION OF MINUTES

The Chairman noted the battery disposal recycling through Mitre 10 seemed to be going well. The kerbside recycling material received from the Ministry of the Environment had been underwhelming.

RESOLVED on the motion of Mayor Scott, seconded by Cr Stewart, THAT the minutes of the Waste Advisory Group meeting held on 11 December 2023, as presented, be confirmed as a true and complete record.

2. FINANCIAL REPORT FOR THE SIX MONTHS ENDING 31 DECEMBER 2023

A financial report for the six months ending 31 December 2023 had been circulated with the agenda. The equity in WasteNet now totalled \$1,932,847.

The Chairman sought clarification on Invercargill City Council's advanced funds of \$993,109. The Group Manager Infrastructure would need to check with the finance staff, but suspected it was the Council paying contractors in advance of being reimbursed by the partner Councils.

RESOLVED on the motion of Cr Phillips, seconded by Cr Menzies, THAT the financial report for the six months ended 31 December 2023, be received.

3. WASTE COMMUNITY GRANT FUNDING PROJECT

A report providing the Waste Advisory Group with an overview of all applications received by WasteNet from the Southland region for the WasteNet Community Grant funding project had been circulated with the agenda. Applications had been open from 18 September to 30 October, with a total of five applications being received. Three of the grant applications had been successful, as follows:

South Coast Environment Society - \$26,638.98
Bluff 2024 Urban Rejuvenation Group Trust - \$6,096
Aurora College - \$7,560

The General Manager Critical Services advised the process had worked well. There were always challenges around criteria to maximise the number of applications received. Cr Menzies questioned whether the grants included wages. The Group Manager Infrastructure advised an information sheet had been available for applicants and some applicants had overlooked the wage criteria.

In response to Mayor Scott asking whether the \$50,000 limit was sufficient, the Group Manager expected as more community groups became aware of the fund, that there would be an increase in applications received. She felt it was appropriate to keep it at the current level for the next year, but it may need to be increased thereafter.

RESOLVED on the motion of Cr Menzies, seconded by Acting Mayor Campbell, THAT the report be received and endorsed.

4. WAG UPDATE PRESENTATION

A copy of an update prepared by the Invercargill City Council covering legislative, existing goals, action plans and updates in terms of activities relating to education, communication and potential projects had been circulated.

Mayor Scott asked if there was any downside with volumes of waste being down. Were there effects. The Group Manager Infrastructure advised nothing that had been raised with the contract management team. It was thought the overall negative effect was an indication of the economy and people purchasing less and having less packaging. The Chair noted in the Invercargill City and Southland District area there was 16-17% of recycling that was contaminated. He asked what sort of contamination was involved. The Group Manager advised there had been some investigation carried

out late in 2023. There were some trends of people just getting it wrong, but there were also incidents of people deliberately putting waste into the recycling bin. Through the bin audit process, staff wanted to undertake more investigation as to what people were getting wrong.

Acting Mayor Campbell asked if there was any indication of an increase in fly tipping. Mr Isaacs said staff were trying to gather statistics about fly tipping but Councils did keep an eye on the amount that was picked up. there was no indication at this stage that there had been an increase in fly tipping as a consequence of the waste volume going down. Mayor Scott queried the ability for clean fill to be disposed of and thought some guidance to ratepayers would be helpful. The Group Manager Assets said the clean fill went from the transfer station to Timpany's site which was an option for Southland District residents. Regarding fly tipping, that was something that was managed through each Council. The General Manager Critical Services advised the Gore District numbers were not available due to an issue with Environment Southland and the ability to use clean fill at a former dump site for remediation. The Council had gone through an updated consent process and capturing the clean fill data had been difficult. It was becoming more difficult to dispose of clean fill and consents were generally required.

RESOLVED on the motion of Acting Mayor Campbell, seconded by Cr Stewart, THAT the report be received,

AND THAT the waste to landfill and recycling data and trends be noted.

5. WASTENET EDUCATION AND COMMUNICATION ACTIVITY UPDATE

A copy of an overview report on WasteNet prepared by the Commercial and Contracts Manager for Invercargill City Council had been circulated.

In response to the Chair, the Group Manager Infrastructure advised the temporary website had been put in place to assist with the standardisation of the recycling process and to ensure people did not land on the old website. The temporary site enabled consistent messaging for the public. It was meeting base functionality and some additional work was still required.

Cr Stewart asked if there were any figures on the battery disposal option. The Group Manager Infrastructure would provide a report on the battery disposal options at a future meeting.

RESOLVED on the motion of Mayor Scott, seconded by Cr Phillips, THAT the report be received.

6. WASTENET – WASTE ACTIVITY PLAN UPDATE

A copy of the Waste Activity Plan including activity status updates had been circulated with the agenda.

Cr Hovell referred to the action plan about the separate glass collection investigation and the intention that there would be consultation as part of the Long Term Plan (LTP) process in Q3 of the 2023-24 year for implementation in 2024-25. He asked if there was a need to change the approach if Councils decided to defer their LTPs or was likely they would be picked up by Councils through the Annual Plan process. The Group Manager Infrastructure said Invercargill City was not deferring its LTP. Mayor Scott said Southland District had not yet made a decision. Cr Hovell said the same applied to Gore. The General Manager Critical Services that it was high on the priority list for the Gore District Council and likely to be considered through the Annual Plan process if the LTP was deferred. Cr Hovell said given the financial constraints Councils were facing he thought the guidance of the public would be important in terms of timing.

RESOLVED on the motion of Acting Mayor Campbell, seconded by Cr Menzies, THAT the report be received.

7. WASTENET KERBSIDE STANDARDISATION IMPLEMENTATION

A report had been circulated updating the Committee on the kerbside standardisation that had been implemented by WasteNet from 1 February 2024 in accordance with the Ministry for the Environment's Standard Materials for Kerbside Collections Notice 2023.

The Group Manager Infrastructure said the key piece to note was the rollout was not as smooth as had been intended. The main difficulty had been ensuring an adequate distribution method to all areas of the community and the Southland Express had been identified to provide that. However, there were some areas that were not serviced by the Express and staff were now looking at how the stickers and information could be delivered to those areas. In response to Cr Hovell, the Group Manager said the public litter bins did not have a separate guidance with them. Staff did need to look at ensuring public litter bins provided the correct recycling service. In response to Acting Mayor Campbell, the Group Manager said the recycling from public litter bins was over 50% contaminated.

Cr Hovell noted there had been no recycling bins at the recent Southern Field Days. The Group Manager said there were a number of different education options. Staff were aware that business and events education was an area to be worked on. Cr Menzies said having over 50% contaminated recycling begged the question of offering recycling until there was an acceptance of the change. The Group Manager said it might mean taking a drastic step of removing public recycling bins until there was a better strategy for delivering it. She agreed it was a priority but it also came down to resourcing. The General Manager Critical Services hoped to see a decrease in contaminated recycling through public bins as people became more aware of what

could be recycled. There was more work to be done at a central Government level with those materials that were outside of the standardised recycling items.

Mayor Scott suggested for future large events that Councils should be encouraged to have WasteNet and education information available about recycling options. The Group Manager said that had been the intention but the Education role was currently vacant. Cr Hovell suggested WasteNet consider having its own site at the 2026 Southern Field Days.

RESOLVED on the motion of Cr Stewart, seconded by Mayor Scott, THAT the report be received.

The meeting concluded at 10.50am

MINUTES OF INFRASTRUCTURE COMMITTEE, HELD IN THE COUNCIL CHAMBERS, FIRST FLOOR, TE HĪNAKI CIVIC BUILDING, 101 ESK STREET, INVERCARGILL ON WEDNESDAY 3 APRIL 2024 AT 3.00 PM

Present:

Mayor W S Clark
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
Mrs P Coote – Kaikaunihera Māori – Awarua

In Attendance:

Mr M Day – Chief Executive
Ms E Moogan – Group Manager – Infrastructure
Mrs P Christie – Group Manager – Finance and Assurance
Mr J Shaw – Group Manager - Consenting and Environment
Mr M Morris – Manager – Governance and Legal
Mr D Rodgers – Manager Strategic Asset Planning
Ms H Guise – Property Portfolio Manager
Ms L Knight – Manager – Strategic Communications
Mr G Caron – Digital and Communications Advisor
Mrs L Williams – Team leader - Executive Support

1. Apologies

Cr Arnold and Cr Pottinger.

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

2. Declaration of Interest

Nil.

3. Public Forum

Nil.

4. Minor Late Item

4.1 Activities Report

The reason that the item was not in the Agenda	The reason why the discussion of the item cannot be delayed
The item came to hand after the publication of the agenda	Matters can be progressed in a timely manner

Moved Rev Cook, seconded Cr Stewart and **RESOLVED** that the Minor Late Item 'Activities Report' be accepted.

5. Minutes of the Infrastructure Committee Meeting held on Tuesday 5 March 2024

A5242201

Moved Cr Soper, seconded Cr Kett and **RESOLVED** that the Minutes of the Infrastructure Committee meeting held on Tuesday 5 March 2024 be confirmed.

6. Subsidised Age-Related Public Transport Fares

A5255778

Mr Doug Rogers presented the report and noted the government subsidy was being removed at the end of April and Council had the ability to keep the subsidies and noted the cost would be around \$95,000.

A query was raised around the split in ages and the cost. Mr Rodgers advised he would come back to the Committee with those figures.

Mr Rodgers took the Committee through the options and noted that one was to retain the fares. Around the country there was a mix of proposals and he would recommend keeping free fares for those aged 12 and under.

A query was asked if council would return to pre-Covid fares. The subsidy currently being covered by the government would now be covered by ratepayers.

It was noted that there was a difficult balance between keeping Council's costs down and providing a service for young people and mothers and children to come to town. It was added that by keeping subsidised fares it would encourage use of public transport.

A further issue was raised around the potential drop in use if there were no fare subsidies.

A query was raised around SuperGold card users and that there would be no change as they get half price fares currently.

It was proposed to have free bus service for under 18 and then half for over 18 and SuperGold card holders. The cost would be \$141,000.

It was noted that council could not sustain a drop in the usage of public transport.

A query was raised around the numbers, \$95,000, it was affirmed it was based on current usage. Mr Rodgers confirmed based on 43,000 trips (not passengers) which could be multiple trips in a day.

A query was raised around future proposals around the service and if the current costs were being built into those options. The proposal was concurrent to this work and confirmed that the funding was gone and the numbers would be good for now.

A query was raised again around the numbers of the cost of the service and if Council was subsidising in addition to the government subsidy. It was advised no, the figure was based on free for under 18 years of age. A further query was raised around the benefit.

Ms Moogan noted that there were approximately 140,000 passenger trips per year.

It was noted that need to also ensure that migrants to our city who also rely on public transport have easy access to the service and if Council could maintain the subsidy for a short time and then review.

The Chair noted council could do that and requested further data be provided.

It was added that a number of larger families could not afford the fares and found it challenging to get children to sports etc by any other means and that needed to look at ensuring good access to public transport.

It was noted that there was also a need to consider people getting on and off the buses and there may be five or six people from a refugee family using the transport and travelling to the inner city to shop and the need to encourage that, also consider taking the pressure off the roads.

There was further discussion about a trial period and gathering data on users and how people were using the service and could feed into the wider strategy.

It was requested that a couple of further options be provided e.g. 12 and under free and then 13-18 years of age half price.

A further request for numbers/data was made before making a decision.

The Chair noted that most members of the Committee were in support of subsidising, and noted that as the government removes subsidies / funding that it then fell to ratepayers to fund, and that it was a flat tax, and need to consider the impact on people. He noted that need to be cautious as this may continue with the government removing funding / subsidies.

A query was raised around the fares pre-Covid. Mr Rodgers noted that would go back to pre-Covid and that was free for under 12 and a flat fare of \$2.20 for Bee Card and \$3.00 for cash.

A query was raised if fares had been increased in the last three years and it was affirmed that they had not. If increased by 10% would that cover the costs of the options presented. Mr Rodgers felt it would be close.

The Chair asked if Council could increase the fares, it was affirmed Council could. It was proposed to set a six month limit on the subsidy to allow more work to be done on possible options and age ranges.

Ms Moogan noted that this could be brought back to councillors as part of Long-term Plan discussions.

Clarification was sought if there were student fares, it was affirmed that those fares no longer existed. It was affirmed the current subsidy was not by student it was by age. It was noted that need to also consider this in the options to be provided.

It was also noted that a number of schools also provide transport and therefore a number of students would not benefit from the subsidy provided.

Moved Cr Soper, seconded Cr Boyle and **RESOLVED** 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 for a period of two months whilst staff bring a further report outlining options including a cost neutral option, being:
 - 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.

7. Regional Land Transport Mid Term Review Submission

A5279919

Mr Doug Rodgers presented the report and noted that the submission was attached to the report and had strengthened the wording around the Bluff Highway to align with Council's GPS submission that had already been lodged.

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

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

Recommends to Council:

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

8. Waka Kotahi NZTA Investment Audit Report

A5232040

Mr Doug Rodgers spoke to the report and noted that this was a regular audit of Council's network and was pleased that the report was more encouraging than the previous report and recognised that where work was needed plans were already underway. He added that it was a pass mark and an improvement on the previous one.

The audit talked about pavement condition which was also a safety issue and making sure on top of that work. It also talked of safety and safety auditing and that was not something that this Council did regularly and that safe systems audit was something that council needed to plan for.

A query was raised around the recommendations in the report, for example having more raised platforms and narrow the roads in some cases to encourage people to go slower and to continue looking at speed limits and whether the current government direction which was more about the economy if that was likely to change, and felt that the recommendations did not really align with that position.

Mr Rodgers noted that that was a fair observation that the focus had changed remarkably in the last few months and confirmed this report had been prepared pre-Christmas and the GPS came out after that and the need to be agile.

A query was raised around expenditure per kilometre being \$15,000 and that this was down on other cities being \$21,000, and if there was a reason why this Council was under. Mr Rodgers had hoped it was quality as opposed to the quantity of spend, and that there was a window to make some small improvements.

A query was raised around during the audit needed data around smooth travel, Mr Rodgers noted it was an element of comfort and also around delay in the network.

A query was raised around safety audits and what they would look like. Mr Rodgers noted that Council had the option not to do them and that the audit acknowledged that none had been done and was not good or bad.

A query was raised around safety issues for vulnerable people. The audit noted that there was work to be done and staff acknowledge that.

A query was raised around Omaui Road in relation to concerns around safety and the audit notes no real issues with unsealed road. Mr Rodgers noted that work needed to be done on unsealed roads.

The Chair noted in the summary that Invercargill City Council was performing better than some peer councils.

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

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

9. Temporary Road Closure - Great South, Pōhutukawa Fashion and Flames
A5246836

Mr Doug Rodgers presented the report.

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

1. Receives the report "Temporary Road Closure - Great South, Pōhutukawa Fashion and Flames".
2. Resolves 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 4.00 pm and 9.30 pm.

10. Acquisition of Land from His Majesty the King (Kāinga Ora – Homes and Communities) – Public Works Act 1981
A5229455

Ms Heather Guise presented the report and noted that this was an outstanding matter that was now being finalised, it was simply an administrative matter and no funding was required.

A query was raised 'why', it was affirmed that it was originally part of a housing subdivision and should have occurred at that time, this acquisition enabled Council to do work needed such as maintaining the walkway and access.

Moved Cr Soper, seconded Cr Bond and **RESOLVED** 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".

Recommends 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 m² 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).

11. Minor Late Item - Activities Report

A5268050

Ms Erin Moogan spoke to the report and noted the information on the algae and that testing had been done and that there were no detectable toxins at either end of the treatment process. Monitoring would continue as long as there was presence of algae in the river and working through updating water safety plans.

A query was raised around advisory notices between Environment Southland and Council and if this had improved. Ms Moogan noted that had looked at this process and that Council would also do monitoring in the future.

A query was raised around tree roots damaging the pavement on McMaster Street. Ms Moogan noted that she had no knowledge and would come back to the Committee.

A query was raised around the progress on Dee Street and what the cost was of having Heritage status if the cost was \$600,000, which seemed to be a huge cost to comply. It was noted that full cost was not only around Heritage costs that there were also additional issues around contamination in the road layer, it was added that there were consent changes.

A query was raised if there was the ability to apply to the Minister for an exemption. Mr Shaw noted that as a regulator Council could not it would come down to the building owner.

The cost of heritage compliance was raised and it was noted that this City was keen to preserve heritage and if Council could be more pragmatic around this issue.

A query was raised around the work done on Queens Drive, Gala and Herbert Streets and that the road had recently been resurfaced and assurance that there would not be any further need for resurfacing. Ms Moogan noted that this was part of the resealing programme for this road and that safety checks had been done and that there had been no suggestion that the road surface had caused the accident that occurred.

A query was raised around the underspend on speed control signs in Tisbury and if had identified other schools that may need some additional work done. Ms Moogan noted that the team were identifying schools to work with and had been efficient with spend and now looking proactively to see if there were other schools that could work with, and noted that it would also depend on contractor availability.

A query was raised around the waitlist for housing and it was noted that this had increased, it was clarified that there had been some increases but the total figures showed sitting between late 1980s and early 1990s and that had not seen a significant change in trend.

Clarification was sought around the burnt-out building on Dee Street and if the building could still be in the same state in five years. Whilst frustrating it was noted that this was a matter that would be raised at the Community Wellbeing Committee and a paper could be brought to that Committee. It was confirmed that it was also a regulatory matter. Ms Moogan noted that a paper was requested from Council that would be a joint paper

between the infrastructure team in relation to roading and the regulatory area around the building.

Moved Mrs Coote seconded Rev Cook and **RESOLVED** that the Infrastructure Committee:

1. Receives the "Activities Report".

12. Public Excluded Session

Moved Cr Ludlow, seconded Cr Soper 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 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:

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 Held on 5 March 2024	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) 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

There being no further business, the meeting finished at 4.14 pm.

TEMPORARY ROAD CLOSURE – RALLY RACE GROUP, SOUTHERN LIGHTS RALLY

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 1 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure from Rally Race Group for the Southern Lights Rally, on Friday 21 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 – Rally Race Group, Southern Lights Rally".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Anglem Street, between Tay Street and Dart Street, and Dart Street between Anglem Street and Inglewood Road, between the hours of 12.00pm and 8.00pm.

Background

On 26 March 2024 Council received a request from Rally Race Group for the temporary road closure for Anglem Street, between Tay Street and Dart Street, and Dart Street between Anglem Street and Inglewood Road, on Friday, 21 June 2024 from 12.00pm until 8.00pm to allow assembly of competitor vehicles, the ceremonial event start, (which will run from 5.00pm

until 7.00pm), and the pack down of the event. **(No competitive activities will be undertaken as part of this closure request).**

The Southern Lights Rally is being held over 21 – 22 June 2024, and is a National Rally Championship round. This event is bringing all of the top drivers and cars from all of New Zealand to Invercargill and Southland for the 3rd round of the New Zealand Rally Championship. This will start from Bill Richardson Transport World at 5.00pm on 21 June, completing 1 night stage, and then another 8 gravel stages the following day 22 June. Heading North and then west to Winton, out to Tuatapere and back to Invercargill, finishing at Teretonga Park raceway. This will bring potentially 90 cars with all of their associated team members into the town utilising bed nights and eateries leading up to, including and after the event.

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 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 using Anglem Street and Dart Street. Property access for affected parties will be managed by the organiser on-site.

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 signage 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

Nil.

TEMPORARY ROAD CLOSURE – ARTS MURIHIKU, NIGHT OF THE ARTS

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 1 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure from Arts Murihiku for the Night of the Arts event on Friday, 17 May 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 – Arts Murihiku, Night of the Arts".
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 5.30pm and 9.00pm.

Background

On Friday, 5 April 2024 Council received a request from Arts Murihiku requesting the temporary road closure for Esk Street between Dee Street and Kelvin Street on Friday, 17 May 2024 from 5.30pm until 9.00pm.

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.

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 Arts Murihiku – Night of the Arts (A5308187).

A5308187



3 April 2024

REQUEST FOR ROAD CLOSURE

Event: Night of the Arts (NoTA)

Date: Friday 17 May 2024

Event Time: 3:00pm – 9:00pm

Main Event Area: Esk Street and Don Street, between Dee Street and Kelvin Street and including Dee Street

Requested Road Closure Timings: Closed: 5:30pm Reopened: 9:00pm

Arts Murihiku is running the Night of the Arts event again on 17 May 2024. This is the second time we have run this event. This year we would like to close Esk St from 5.30-9pm on the night of the event to allow for some activity to occur on the street itself.

The NoTA event includes a range of arts activities happening throughout the allocated area between 3pm and 9pm. Some activities will be continuous for the whole time and others will be for periods of time as part of the event. Prior to 5.30 we try to focus our most child friendly activities but in saying that places like the library and He Waka Tuia will be open until 9pm featuring activities suitable for children.

The purpose of the event is to celebrate the arts in our community and to do that by having a range of activities that people can discover throughout the cbd. Last year we had lots of families who enjoyed the event and later on lots of groups of adults including it as part of their night out. It draws people to the cbd and these people frequent the local food outlets.

Event details

- Entertainment will include a flash mob dance style activity on Esk St as well as activities in stores and spaces throughout the area. We anticipate an increase in foot traffic in the general 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.
- Wardens will be utilised to patrol busy areas when specific activities are happening for example when musicians play outside the library on the footpath.
- Each Street block will have a supervisor in a fluoro vest to keep an eye out for any issues. Community patrol will be notified.
- We will have 'tour guides' (possibly dressed up) who will help direct people to where activity is happening.



- Adjacent shops will be encouraged to remain open late to take advantage of the increased volume of visitors. Eateries will be encouraged to participate by hosting an activity or an instore special. 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 3 May 2024 to Esk and Don Street businesses, retailers, carparks, and landlords to pass on to tenants and staff, detailing the proposed road closure and the nature of this event. They have already been notified of the event through Great South's city centre co-ordinator.
- Notifications will also be distributed digitally via the monthly City Centre Update newsletter.

Key Point of Contact

Angela Newell is the key contact person regarding this road closure request. Please do reach out if you have any questions. Best contact is angenewell65@gmail.com

Secondary point of contact is Becs Amundsen becs@artsmurihiku.co.nz

Yours faithfully,

Becs Amundsen

TEMPORARY ROAD CLOSURE – BLUFF OYSTER AND FOOD FESTIVAL

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 1 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure for the Bluff Oyster and Food Festival event on Saturday, 25 May 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 – “Bluff Oyster and Food Festival”.
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Barrow Street, between Lee Street and Palmer Street and Lee Street between Gore Street (SH1) and Barrow Street from 8.00am until 6.00pm on Saturday, 25 May 2024.

Background

On Wednesday, 10 April 2024 Council received a request from the Bluff Oyster and Food Festival Committee requesting the temporary road closure of Barrow Street, between Lee Street and Palmer Street and Lee Street between Gore Street (SH1) and Barrow Street from 8.00am until 6.00pm. This is to allow for safe set up and pack down for the event which is to be held from 10.30am till approximately 5.00pm.

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 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.

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 the Bluff Oyster and Food Festival Committee (A5311980).

A5311980

To Whom It May Concern

As a representative of the Bluff Oyster and Food Festival I would like to notify you of our upcoming event and our contractors intent to lodge a Traffic Management Plan in relation to it.

Our event, the Bluff Oyster and Food Festival, will take place on our site, corner of Lee and Barrow Street, on 25 May 2024. It will take place from 10.30am - 5pm (approx.). The planned road closures are expected to be from 8am on the day of the event until 6pm. We will be applying for the same road closures as in the past.

- Barrow Street - between Lee Street and Palmer Street
- Lee Street - between Gore Street (SH1) and Barrow Street

We look forward to you providing permission for these road closures to go ahead in support of this iconic Southland event.

Regards

Kylie Fowler

PROPOSED RIGHT OF WAY NAME – 100 GRANT ROAD

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Christine North – Property Database Officer
Approved:	Patricia Christie - Group Manager - Finance and Assurance
Approved Date:	Thursday 18 April 2024
Open Agenda:	Yes

Purpose and Summary

To name the proposed Right of Way required for the subdivision of 100 Grant Road.

Recommendations

That the Infrastructure Committee:

1. Receives the report 'Proposed Right of Way Name – 100 Grant Road'.
2. The proposed Right of Way be named [*select one*]
 - a. Marram Way
 - b. Kouka Way
 - c. Tāhuahua Way

Implications and Risks

Strategic Consistency

In issuing rural and urban road names and numbers, Council is guided by the Australian/New Zealand Standard (AS/NZS 4819:2011) Rural and Urban Addressing.

Council has a Road Naming Policy, which came into effect from 1 June 2022.

The intent of the Road Naming Policy is for all road naming applications to be submitted with three names that comply with the policy (with a preferred option) for Council to consider. The policy sets out the requirements that must be met for a name to be compliant. These include names that do not closely resemble other names in either spelling or pronunciation within the city and the name should have significant local content or meaning.

Financial Implications

Not applicable.

Legal Implications

Not applicable.

Climate Change Implications

Not applicable.

Risk

Not applicable.

Background

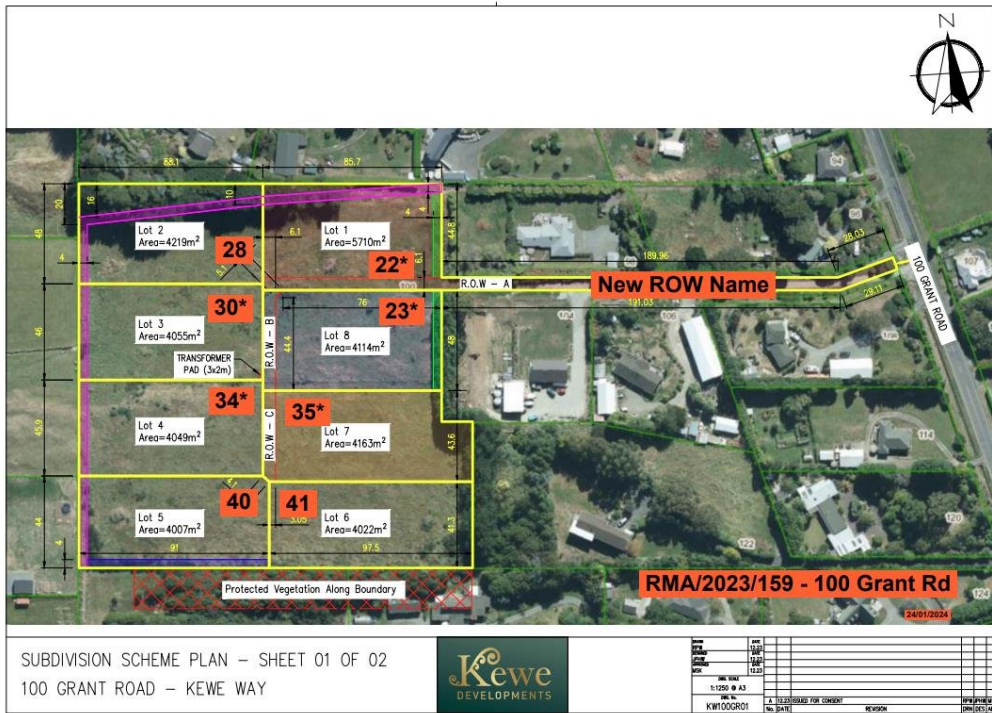
Invercargill City Council is responsible for the allocation of road names and numbers within the city. This is an important function because it allows residents, visitors and emergency services to locate properties with the minimum of inconvenience.

The subdivision of 100 Grant Road, (Lot 1 DP 401462, RMA/2023/159, 8 Lot Subdivision – Ōtatara Zone) includes a new Right of Way.

The subdivision and location plans are outlined below.

Applicant: KEWE Developments Limited

Owner: KEWE Developments Limited



Issues and Options

The applicant submitted the following names in order of preference:

1. **Marram Way**

Marram grass was planted to manage the erosion of sand dune(s) in Ōtatara. This proposal is particularly resonant of the development site, given the sand spine that runs through the property that has elements of 'marram grass'.

2. **Kouka Way** (cabbage tree)

The cabbage tree (Kōuka) is one of the most distinctive trees in the New Zealand landscape and common around Ōtatara, especially on farms. They grow all over the country, but prefer wet, open areas like swamps.

Growing 12 to 20 metres high, cabbage trees (Cordyline Australis) have long narrow leaves that may be up to a metre long. It has lovely scented flowers in early summer, which turn into bluish-white berries that birds love to eat.

As the plant gets old, the stems may die but new shoots grow from any part of the trunk. The bark is thick and tough like cork, and a huge fleshy taproot anchors the tree firmly into the ground.

Kōuka are synonymous with Ōtatara.

3. **Tāhuahua Way** (Sand Dune)

Ōtatara is remnant ancient sand dune landscape and totara forest, remnants of sand dunes are located on the property and in adjacent properties to the west and north.

Tāhuahua are synonymous with Ōtatara and the subdivision is on the same road as the Taiepa Dune Reserve.

Advice on the names provided from the applicant was provided by Council's mana whenua representatives. The advice provided was:

- Kōuka Way – Te Kōuka – The Cabbage Tree was considered to be commonly used name locally.
- Tāhuahua Way – the name submitted is technically correct in a dictionary sense but not often used and less easily pronounced.
- The preferred names of mana whenua representatives for cabbage tree and sand dune are Te Kōuka or Tāhuahua.

Significance

Not applicable.

Options

Not applicable.

Community Views

Not applicable.

Next Steps

Once the name is approved, notification of new name for the proposed right of way will be sent to the following organisations:

- NZ Post
- PowerNet
- LINZ Addressing
- Environment Southland
- Chorus
- Kiwi Maps
- AA Travel
- Blue Star Taxis
- Wise Publications
- TerraLink

This will also be added to Council's database ready for the subdivision to be completed.

Attachments

None.

LOCAL WATER DONE WELL UPDATE AND DECISION

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Andrew Strahan – 3 Waters Advisor
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 2 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

The Minister for Local Government has released a further update on the approach and timing to implement the Government's Local Water Done Well (LWDW) Policy. This report summarises the further information released and the proposed next steps and associated timings for Council.

Recommendations

That the Infrastructure Committee:

1. Receives the report titled 'Local Water Done Well Update and Decision.'
2. **Agree / disagree** to delegate authority to the Chief Executive, to review and decide whether to reprioritise, in agreement with the DIA, remaining uncommitted Better Off Funding to align with Local Water Done Well objectives.

Background

With the election of a new Government, on 14 December 2023 the Minister of Local Government (the Minister) announced a new direction for water services delivery and the intention to repeal the previous government's water services legislation.

On 13 February 2024, the Minister introduced the Water Services Acts Repeal Bill (the Bill). The Bill was enacted on 16 February 2024.

The Bill repealed the establishment of the water service entities and requires Councils to provide for water services in their 2024-34 long-term plans. The Minister has also advised that further legislation will be introduced to implement the Government's Local Water Done Well Policy. This will be progressed in a two-stage approach:

1. The first Bill, establishing the framework and transitional arrangements for a new water services system, will be passed by the middle of 2024. The framework proposes establishing foundational information disclosure requirements as a first step to economic regulation and enabling Council's to shift the delivery of water services to newly established council-controlled organisations, should they choose to do so.
2. A second Bill providing for the long-term replacement regime will be introduced in December 2024, and is expected to be passed by mid 2025. It will provide a range of structural and financing tools, including a new class of financially independent council-controlled organisations.

Issues

On 4 April 2024, the Minister provided Councils with an update on several policy decisions that have been made by Cabinet. These policy decisions confirm the previously communicated intent to introduce new legislation in mid-2024 to establish the LWDW framework and the transitional arrangements for the new water services system.

Local Government Water Services (Transitional Provisions) Bill

The update includes further details on Water Services Delivery Plans, and what the new legislation is expected to require them to include. The plans will provide a one-off assessment of Council's water infrastructure, the level of investment required, financing plans for the required investment and Councils preferred service delivery model.

To demonstrate financial sustainability, Council will have to show what needs to be invested to deliver water services to regulated standards and to provide for growth. Council will also have to show it will fund and finance long-term investment in water infrastructure, including renewals and operating costs. Water Services Plans are required to be submitted to the DIA within 12 months of the Bills enactment (indicative timing is by June 2025). There will be a series of progress checkpoints with the DIA leading up to the submission date.

The Local Government Water Services (Transitional Provisions) Bill will also include provisions that help streamline the process for establishing water services CCOs, as currently provided for under the Local Government Act 2002.

Local Government Water Services Bill

The Government will provide details in mid-2024 on the broader range of structural and financing tools, including through the New Zealand Local Government Funding Agency (LGFA), which will be available to councils to ensure they can access the long-term debt required for investment in water services infrastructure.

These tools will be implemented through further legislation that will establish the 'enduring settings' for the new system. The Local Government Water Services Bill is planned to be introduced in Q4 2024 and enacted by Q2 2025.

Better Off Funding

The Ministers update also confirms Cabinet's decision to Retain Better Off Funding. The DIA will work with Council to review the current program and align with LWDW Policy.

A letter from the DIA, dated 18 April 2024, has been received by Council, setting out an approach to this review. In particular, identify, by mutual agreement, if any opportunities exist to redirect unspent Better Off funding to increase investment in water infrastructure or to help establish new water services delivery organisations.

The letter included a financial summary showing that, of an overall budget of \$5.78million, \$4.05million has been paid or claimed leaving \$1.72million to assess whether this can be repurposed.

The portion of remaining budget relates to the Future Proof Housing - Waihōpai and Motupōhue Project. The overall budget is \$1,921,600. To date, \$1,120,000 of this has been spent with a further \$469,000 committed to be spent by 30 June 2024. As such, an estimated \$332,600 of the budget is uncommitted and eligible to consider redirecting toward Local Water Done Well investment priorities.

Transition Support Funding

Transition Support Funding will also be retained to allow Council to fund work that is related to LWDW activity.

The DIA letter dated 19 April 2024, included a financial summary showing that, of an overall budget of \$888,000, \$592,000 has been paid with \$296,000 of funding remaining.

Council has two claims with the DIA for the remaining budget. As such, the budget has been fully spent and is not able to be redirected.

Significance

The proposed decision is determined to not be significant in terms of Council's Significance and Engagement Policy for the following reasons:

- The matter is not of a nature or significance that requires consultation (LGA 2002, s82(4)(c)).
- The decision does not affect a strategic asset.

Options

Option 1 – Agree to delegate authority to the Chief Executive

Pros

- Faster option analysis & decision making in collaboration with the DIA – more likely to complete spend remaining budget by 30 June 2024.
- Remaining value is not significant – estimated at \$332k.

Cons

- Councillors may wish to retain decision on the initiatives that this funding is allocated toward.

Option 2 – Disagree to delegate authority to the Chief Executive

Pros

- Infrastructure Committee retains ability to decide on the initiatives that this funding is allocated toward.

Cons

- Slower decision making – risk that remaining budget will not be spent by 30 June 2024.

Implications and Risks

Strategic Consistency

Two of the current strategic challenges in Council's current Long-term Plan are relate to this work:

- Changing community requirements for water outcomes.
- The need to maintain core infrastructure and invest for the future, while maintaining financial prudence and balancing the community's ability to pay.

Financial Implications

Ability to reprioritise an estimated \$332,000k of Better Off Funding – potential loss of this budget if the process is not executed in a timely fashion. Noted that both ICC and DIA to agree to any reprioritisation.

Risk

ICC risk losing access to the funding if spend is not completed by 30 June 2024.

Next Steps

- Council Officers to create a program of work to compile the required information, option analysis and decision points needed to draft a Water Services Plan by the stated timeframes (indicative June 2025).
- Confirm current Better Off Funding Projects and Transition Support Funding spend with the DIA. Investigate further Better Off Funding & Transition Support Funding opportunities that may be available to Council and align with LWDW.
- Review Local Government Water Services (Transitional Provisions) Bill when introduced in June 2024.
- Schedule Council workshops and Committee meetings that are required to the support the program of work.

Attachments

1. Appendix 1 - Hon Simeon Brown – Letter to Council Mayors (5 April 2024) (A5322844)
2. Appendix 2 - Local Water Done Well: Information for councils (5 April 2024) (A5322842)
3. Appendix 3 - DIA Letter - Transitioning Better Off and Council Transition Support funding arrangements to support Local Water Done Well – next steps (18 April 2004) (A5322846)

Hon Simeon Brown

Minister for Energy
Minister of Local Government
Minister of Transport
Minister for Auckland
Deputy Leader of the House



To: All Council Mayors + Greater Wellington Regional Council Chair

Dear Mayor / Chair

Local Water Done Well stage 2: Establishing the framework and transitional arrangements for the new water services system

This morning I will be making an announcement about the next stage of Local Water Done Well (LWDW).

I wanted to provide you with a heads-up in advance of my announcement, and to share key information that will be of interest.

Cabinet has agreed to the first set of policies that will establish the Local Water Done Well framework and the transitional arrangements for the new water services system.

This includes streamlined processes for setting up water services council-controlled organisations (water services CCOs), requirements for councils to develop Water Services Delivery Plans, and steps towards future economic regulation.

The policies will be introduced through legislation to be passed by mid-2024, as part of the second stage of our implementation plan.

Attached to this letter you will find information prepared for councils, covering:

- Water Services Delivery Plans
- Steps towards future economic regulation
- Streamlined processes for establishing water services CCOs
- Indicative policy, legislation and related council activity timings for LWDW
- Retaining current Better Off and Transition Support funding arrangements.

I also wanted to acknowledge the important role that you have played in getting to this point, and in the work that lies ahead of us.

Role of local government in implementing LWDW

The Coalition Government strongly believes in empowering communities and supporting local governance in managing and delivering water services.

We believe that communities are best placed to make decisions about things that directly affect them – like the future of their water assets, and ensuring sustainable, high-quality management of water services.

And underpinning all of this, we believe in setting clear expectations and bottom lines. This means stronger support and oversight from central government, to promote efficiency and accountability within the sector.

Today's announcement is another step forward in delivering on these fundamental elements of LWDW – and empowering local government to lead the way in delivering the changes required for your communities.

My expectation is that discussions and decisions are already happening at a local level, both within and between councils.

Today's announcement and next steps

The Cabinet decisions I will be announcing today will be given effect to in legislation, which is expected to be introduced and enacted around the middle of the year, subject to Parliamentary timelines.

There will be an opportunity to provide feedback as part of the select committee process.

Around the middle of this year is also when I expect to provide details on a range of options for councils to choose from to access long-term borrowing for investment in water services, in many cases by working together.

These funding and financing tools will be implemented through further legislation setting out the enduring settings for LWDW to be introduced in December 2024 and passed by mid-2025.

The Government recognises that certainty around timings, and details of the new regime, is needed quickly – for councils, for your communities and for the water sector.

I look forward to sharing further details as our policy is developed, and to seeing the progress of conversations between councils about your future service delivery arrangements.

Current Better Off and Council Transition Support funding arrangements will be retained

The Government has reviewed all funding under the previous Government's water reform programme and considered opportunities to retain existing funding arrangements to support LWDW.

The existing funding arrangements were designed to work for the previous government's model, and it makes sense to relook at these to ensure this money is being spent to support the transition to LWDW.

Cabinet has agreed to retain and redirect existing funding programmes, and has asked the Department of Internal Affairs to work with councils to align these to LWDW.

This includes retaining current Better Off funding for all councils, but for officials to work with councils to identify opportunities to redirect unspent Better Off funding to increase investment in water infrastructure or to help establish new water services delivery organisations.

Current Council Transition Support funding will also be retained to enable councils to use this funding for work relating to LWDW.

This includes supporting the establishment of new water services delivery organisations, or other planning work to support the transition to LWDW.

The Department will work with councils on any changes to current contractual arrangements to reflect decisions in relation to aligning funding to LWDW.

I have asked my officials to follow up with councils to provide further details.

Support for councils' early discussions about possible future service delivery arrangements

As previously indicated, I have instructed officials at the Department to be available to assist with early discussions that councils may be having about their possible future service delivery arrangements.

Please contact Hamiora Bowkett, Executive Director, Water Services Policy, Legislation and Stewardship, by emailing waterservices@dia.govt.nz, should your council wish to set up initial discussions with Department officials.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Simeon Brown". The signature is fluid and cursive, with the first name "Simeon" and the last name "Brown" clearly distinguishable.

Hon Simeon Brown

Minister of Local Government



April 2024

Local Water Done Well: Information for councils

This document provides an overview of policy decisions that will be reflected in the proposed Local Government Water Services (Transitional Provisions) Bill, which will soon be considered for introduction to Parliament. It also contains information on other transitional matters that may be of interest to councils.

It is based on Cabinet decisions announced by the Minister of Local Government in April 2024.

Introduction

Measures to be introduced through new legislation in mid-2024 will establish the Local Water Done Well framework and the transitional arrangements for the new water services system.

The measures include requirements for councils to develop Water Services Delivery Plans, steps towards future economic regulation, and streamlined processes for setting up water services council-controlled organisations (water services CCOs).

Water Services Delivery Plans

What are they?

The overarching purpose of the Plans is for councils – individually or jointly – to publicly demonstrate their intention and commitment to deliver water services in ways that are financially sustainable, meet regulatory quality standards for water network infrastructure and water quality, and unlock housing growth.

What do they mean for councils?

Through the development of these Plans, councils will provide an assessment of their water infrastructure, how much they need to invest, and how they plan to finance and deliver it through their preferred service delivery model.

Ringfencing of water services and revenue from other council activities is a key feature of the Plans.

The Plans will be a way for councils to provide transparency to their communities about the costs and financing of water services, and empower them to make decisions about managing and delivering high-quality water services that reflect their local needs and circumstances.

The Plans can also be prepared jointly, and so provide an opportunity for councils to have conversations with other councils about joint arrangements for water services delivery.

Local Water Done Well: Information for councils (April 2024)

What information do they need to cover?

The Plans cover information across three key areas:

1. Financial and asset information	Information about each council’s financial and asset information and performance measures, pricing and other related policies, methodologies, and assumptions
2. Investment required	Planned levels of investment, approach to operations, and whether these are sufficient to deliver proposed level of service, meet infrastructure standards and meet regulatory standards
3. Service delivery arrangements	Councils’ proposed service delivery arrangements – including proposals for joint arrangements, across more than one council

To demonstrate financial sustainability, councils will have to show what needs to be invested to deliver water services to regulated standards and to provide for growth. They will also have to show how they will fund and finance long-term investment in water infrastructure, including renewals and operating costs.

What is the process and timeline for producing a Plan?

Activity	Indicative timing / milestone
DIA releases Plan guidance Councils formally begin development of Plans	Mid-2024 Local Government Water Services (Transitional Provisions) Bill enacted
DIA/council check-in Councils identify contact point(s), whether they will be submitting an individual or joint Plan, whether they need technical support	+ 3 months (following Bill enactment)
DIA/council check-in(s) to monitor progress	+ 6-9 months (following Bill enactment)
Councils submit final Plan to DIA	Within 12 months (of Bill enactment)
DIA accepts the Plan meets statutory requirements or refers back to council for further work	Following submission of Plan
Council publishes Plan on council website	Once Plan is accepted by DIA

What happens if council(s) don’t submit a Plan?

There will be a series of check-ins by the Department of Internal Affairs throughout the Plan development process to ensure councils are on track in preparing and submitting an acceptable plan. There will be guidance and some ‘light touch’ technical support provided by DIA.

During the Plan preparation process, councils may request, and the Minister of Local Government will be able to appoint, a Crown Facilitator who could provide additional assistance (at councils’ expense). For example, the Crown Facilitator could assist and advise a council on how to prepare a Plan, or work across a group of councils to facilitate or negotiate a joint Plan (including providing an arbitration role if requested and agreed by councils).

Local Water Done Well: Information for councils (April 2024)

If a council fails to submit a plan by the statutory deadline, the Minister of Local Government will be able to appoint someone to prepare a Plan on that council's behalf, and (if necessary) to direct the council to adopt and submit this Plan (a 'regulatory backstop' power). Again, any expenses associated with this appointee and the preparation of the Plan would be covered by the council.

Key information



Plans are one-off, transitional documents, to set a pathway forward to sustainability.



Plans can be developed by individual councils, or jointly where groups of councils are planning to jointly establish a water organisation.



Plans must include drinking water, wastewater and stormwater – but councils have flexibility about transferring stormwater in proposed new service delivery arrangements.



It will be up to councils to determine how best to engage with their communities as part of the Plan development process.



Plans have no regulatory function – LTPs continue to be councils' primary planning and accountability document.



Plans cover a 10-year timeframe, with detailed information provided on the first three years.

Steps towards future economic regulation

Economic regulation is a key feature of Local Water Done Well. It is intended to ensure consumers pay efficient, cost-reflective prices for water services, that those services are delivered to an acceptable quality, and that water services providers are investing sufficiently in their infrastructure.

Development of an economic regulation system for water services will be led by the Ministry of Business, Innovation and Employment. Relevant provisions would be included in the third Local Water Done Well Bill (to be passed in mid-2025), and implemented by the Commerce Commission after that point.

Through the Water Service Delivery Plans, councils will be asked to provide baseline information about their water services operations, assets, revenue, expenditure, pricing, and projected capital expenditure, as well as necessary financing arrangements.

This is not a regulatory information gathering exercise, but is a useful first step to build the capability of councils and prepare the Commerce Commission ahead of the full economic regulation regime being introduced from the middle of next year.

All councils that have water service delivery responsibilities (either directly or through existing council-controlled organisations) will be subject to these requirements. As well as the Plans being published, information collected through them will be shared with the Commerce Commission, to help them with the development of the future regulatory regime.

The Bill will also provide for some councils to be subject to an early form of information disclosure by the Commerce Commission, prior to the full economic regulation regime.

Local Water Done Well: Information for councils (April 2024)

This will build on the information collected through the Plans, and is intended to be for councils that have more advanced asset/financial management practices, or those that moved quickly to establish new organisations and are ready for a faster track toward more detailed oversight.

Streamlined processes for establishing council-controlled organisations

Under Local Water Done Well, a range of structural and financing tools will be available to councils to use for water services including a new class of financially independent council-owned organisations.

These options will be included in the third Local Water Done Well Bill, with policy decisions expected to be announced in mid-2024. This Bill is expected to be introduced in December 2024, and passed in mid-2025.

However, it is recognised that some councils may want to move quickly to start shifting the delivery of water services into more financially sustainable models. The Local Government Water Services (Transitional Provisions) Bill will include provisions that help streamline the process for establishing water services CCOs, as currently provided for under the Local Government Act 2002.

The Bill will contain a bespoke set of consultation and decision-making arrangements that will enable councils to streamline this process, while continuing to provide the opportunity for community input. These streamlined arrangements are voluntary for councils to choose to use, as an alternative to some of the standard requirements in the Local Government Act.

The arrangements include provisions that:

- Clarify that councils can set up joint committees that can consult on a proposal across multiple districts (instead of each council carrying out separate consultation), and to make recommendations to participating councils
- Set minimum consultation and information requirements – so one round of consultation is required, and information only needs to be provided on the analysis of two options (status quo + preferred option)
- Enable councils to consider the collective benefits/impacts of a proposal (across multiple districts), in addition to the interests of their individual districts – and to factor in the view of other participating councils.

Current Better Off and Transition Support funding arrangements will be retained

Cabinet has agreed to retain existing funding arrangements under the previous Government's water reform programme, and has asked the Department of Internal Affairs to work with councils and Iwi Collectives to align these to Local Water Done Well.

This includes:

Local Water Done Well: Information for councils (April 2024)

- Retaining current Better Off funding for all councils, but for the Department of Internal Affairs to work with councils to identify opportunities to redirect unspent Better Off funding to increase investment in water infrastructure or to help establish new water services delivery organisations.
- Retaining current Council Transition Support funding to enable councils to use this funding for work relating to Local Water Done Well, including supporting the establishment of new water services delivery organisations, or other planning work to support the transition to Local Water Done Well.

The Department of Internal Affairs will work with councils on any changes to current contractual arrangements to reflect decisions in relation to aligning funding to LWDW.

The Department of Internal Affairs will follow up with individual councils to provide further details.

Next steps

The Government will provide details in mid-2024 on the broader range of structural and financing tools, including through the New Zealand Local Government Funding Agency (LGFA), which will be available to councils to ensure they can access the long-term debt required for investment in water services infrastructure. These tools will be implemented through further legislation that will establish the enduring settings for the new system.

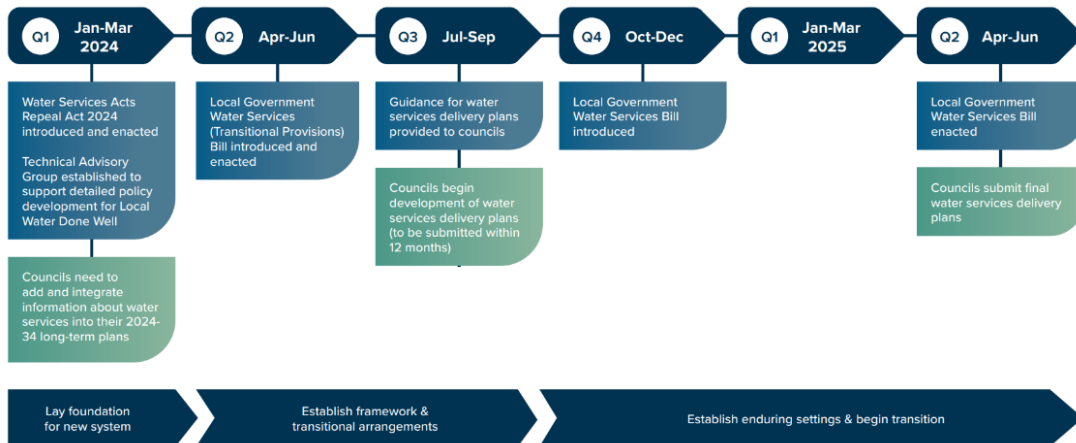
Policy areas to be included in further legislation include:

- Setting long-term requirements for financial sustainability
- Providing for a range of structural and financing tools, including a new class of financially independent council organisations
- Planning, accountability and reporting frameworks for water services
- Considering the empowering legislation for Taumata Arowai to ensure the regulatory regime is efficient, effective, and fit-for-purpose, and standards are proportionate for different types of drinking water suppliers
- Providing for a complete economic regulation regime
- Considering additional Ministerial powers of assistance and intervention in relation to water services, and regulatory powers to ensure effective delivery of financially sustainable water services.

Indicative timeline

The below timeline provides an indicative outline of policy, legislation and related council activity. It is subject to parliamentary processes and timetables.

Local Water Done Well: Information for councils (April 2024)



Further information

Once the proposed Local Government Water Services (Transitional Provisions) Bill has been introduced to Parliament, it will be available at www.legislation.govt.nz.

For further information about Local Water Done Well, visit www.dia.govt.nz/Water-Services-Policy-and-Legislation

Questions? Contact waterservices@dia.govt.nz



**Te Tari Taiwhenua
Internal Affairs**

45 Pipitea Street

Wellington

0800 25 78 87

dia.govt.nz

18 April 2024

Michael Day
Chief Executive
Invercargill City Council
michael.day@icc.govt.nz

Tēnā koe Michael

Transitioning Better Off and Council Transition Support funding arrangements to support Local Water Done Well – next steps

Earlier this month the Minister of Local Government provided an update about the next stage of Local Water Done Well (LWDW).

This included Cabinet decisions in relation to how current Better Off and Council Transition Support arrangements would be retained to support the implementation of LWDW.

Following the Minister's announcement you would have received an email from Michael Lovett, Department of Internal Affairs Deputy Chief Executive Local Government branch, outlining these decisions and indicating that the Department would be in touch with further information.

Better Off funding

Cabinet has directed the Department to work in partnership with Crown Infrastructure Partners and councils to:

- Review the status of current Better Off projects, including expenditure incurred to date and currently committed expenditure; and
- Identify, by mutual agreement, if any opportunities exist for your council to redirect unspent Better Off funding to increase investment in water infrastructure or to help establish new water services delivery organisations.

Given the direction received from Cabinet, and recognising the need for increased investment in water infrastructure as identified through councils' long-term planning, we encourage councils to consider reprioritising remaining funding that is not already allocated for water infrastructure where this is possible.

We note that councils have active projects underway and have made commitments for future spend based on receiving Better Off funding from the Department. We would therefore like to work through the specific circumstances of your Better Off project portfolio with you.

Current status of your Better Off funding

Your maximum funding amount under the Better Off funding agreement is \$5.780 million, of which \$4.051 million has been paid (or is currently due and payable by the Department). This leaves \$1.729 million in remaining Better Off funding.

We note that you have completed the Tilsbury Storage Facility project, but would like to discuss whether you would like to redirect any unspent funding for the Future proof housing project.

Reviewing current Better Off projects and identifying redirection opportunities – council action required

We would like to hear from you about whether you see any opportunities to redirect any of your unspent Better Off funding, to increase investment in water infrastructure or to help establish new water services delivery organisations.

To help inform your initial thoughts, please find attached (in Schedule 1) your council's current Better Off projects. This Schedule also includes an indicative view, based on the information the Department holds, on where there may be opportunities to investigate potential redirection of funding.

Please let us know your thoughts, or let us know if you would like to set up a time to discuss with the Department, by emailing waterreformfunding@dia.govt.nz by 17 May 2024.

We have provided a copy of this letter to your council's appointed relationship manager at Crown Infrastructure Partners, who will also be in touch with your council's nominated Better Off contact to provide further information as required.

Once we have received your initial position on potential redirection opportunities, we would like to discuss this with you and mutually agree your remaining Better Off programme by 30 June 2024.

Any mutually agreed changes will be confirmed through a formal contract variation when the Local Government Water Services (Transitional Provisions) Bill passes into law, which is expected around mid-2024.

I would like to reiterate that any potential redirection of Better Off funding would only occur where agreed to by your council.

In the meantime:

- For existing Better Off projects, the Department will continue to pay claims as these are submitted by councils in accordance with the terms of the Better Off funding agreement.
- Any project substitution requests (or other changes to project scopes) that increase allocations of funding to non-water activities will not be approved by the Department and Crown Infrastructure Partners until we have agreed your remaining Better Off programme.

Council Transition Support funding

Cabinet has also agreed that current Council Transition Support funding will be retained but that remaining funding be used by councils for work relating to LWDW. This includes supporting the establishment of new water services delivery organisations, or other planning work to support the transition to LWDW.

Existing Council Transition Support funding contracts are for establishment and transition activities relating to the previous Government's Three Waters Reform programme. The repeal of the Water Services Entities Act 2022 earlier this year removed the legislative basis for carrying out the permitted funding activities under existing contracts.

Current status of your Council Transition Support funding

Your maximum funding amount under the current Council Transition Support funding agreement is \$888,000, of which you have been paid \$592,000. There is \$296,000 of unpaid funding remaining.

New Council Transition Support funding agreement – council action required

The Department is currently developing a new funding agreement which will allow any unpaid funding from the original arrangement to be used for LWDW activities.

To access this funding under the new arrangement, your council will need to advise the Department of the LWDW activities and timeframes for which this funding will be used.

Note that the end date under the new funding agreement will be 30 June 2025, to enable the remaining unspent funding to be applied to LWDW activities in the next financial year, including the preparation of Water Services Delivery Plans and investigating new organisational structures for water services delivery.

If your council has incurred costs on Three Waters transition activities up to 31 March 2024 that exceed the amount of funding already paid to you, please let us know by emailing waterreformfunding@dia.govt.nz.

We will ensure that the new funding agreement enables you to be paid for these eligible costs incurred (even though they relate to historical Three Waters transition activities), however the total funding available will not exceed the total funding amount under the original funding agreement.

Next steps

Our Grants and Funding Team will send you the new funding agreement later this month.

Nāku noa, nā



Hamiora Bowkett
Executive Director, Water Services Policy
Department of Internal Affairs

SCHEDULE 1: YOUR BETTER OFF PROJECTS

The following table sets out the current status of your Better Off projects, based on the Department's records.

Status of Better Off projects (from the Department of Internal Affairs records)					
Project	Project classification	Contract value	Paid (or payment request submitted)	Remaining	Notes
Tisbury Storage Facility (Te Unua)	Community infrastructure	\$3,858,400	\$3,858,400	-	Completed, no redirection opportunity
Future Proof Housing - Waihopai and Motupohue	Housing	\$1,921,600	\$192,160	\$1,729,440	Confirm whether your council would like to investigate any redirection opportunity
Total		\$5,780,000	\$4,050,560	\$1,729,440	

Your maximum funding amount under the Better Off funding agreement is \$5.780 million, of which \$4.051 million has been paid (or is currently due and payable by the Department). This leaves \$1.729 million in remaining Better Off funding.

We note that you have completed the Tisbury Storage Facility project, but would like to discuss whether you would like to redirect any unspent funding for the Future proof housing project.

Any such redirection would only occur with the mutual agreement of your council.

PUBLIC TRANSPORT FARE OPTIONS

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 2 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

The purpose of this report is to provide further information as requested by the Committee on fare options for bus fares, with the withdrawal of age related subsidies.

Costs are varied dependant on the option pursued.

Councils Infrastructure Committee resolved to maintain the subsidised level of fares for a period of two months from 3 April 2024. This was to allow staff to present this options paper for fares for various categories of user.

This is an information report. Any decisions are to be included as part of the Long-term Plan deliberations.

Recommendations

That the Infrastructure Committee:

1. Receives the report "Public Transport Fare Options".

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.

Councils Infrastructure Committee resolved to maintain the subsidised level of fares for a period of two months from 3rd April 2024. This was to allow staff to present fare options for various categories of user.

Issues and Options

Analysis

The withdrawal of the increased subsidy is not likely to have a significant impact on current patronage. Fares are already objectively low.

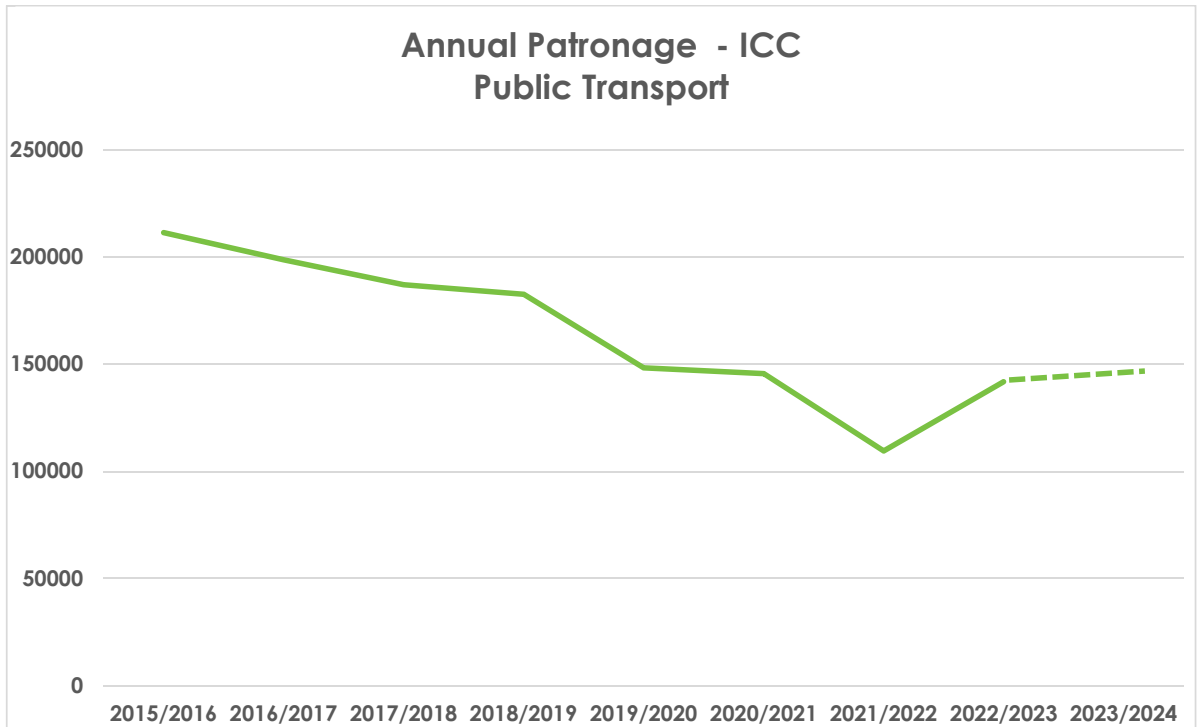
Patronage stability and growth is related to a number of inputs and influences; fare level, frequency of service, quality of service, and reliability.

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 an essential component, one of many, for a liveable city.

The graph below shows overall patronage for Invercargill public transport users since 2015. The graph is showing a clear downward trend, although recovery from the COVID impacted years appears to be taking place.

The dotted line represents a forecast for 2023/2024 using an extrapolation of current monthly patronage levels.



An examination of the past 6 months patronage data by ticket type is tabulated below as proportions of the all patronage monthly.

Fare Type	Proportion	Average monthly Patronage
Adult fare	30.00%	4331
Child	12.00%	1336
Youth U18	24.00%	3210
Youth 19-25	5.00%	609
SGC	11.00%	1178
CSC	8.00%	911
Other	9.5 %	1546

Examining this data, passengers under 18 years of age make up 36% of patrons. Passengers under 25 make up 41% of total patrons.

Given this split of users retaining subsidised Under 18 fares would appear to have the most benefit for users.

Significance

Any return to the previous levels of unsubsidised fares would require a strategy to communicate the implementation of Government Policy. Equally this applies should Council decide to increase fares at outlined in the options.

Options

1. Retain the subsidised fare levels for passengers approximate cost \$95,000
 - a. 12 years old and under – free.
 - b. 13 to 25 years old – half fares.
 - c. Over 25 – full fares.
2. Retain free fares for 12 years and under, retain half price fares for youths from 13 to 18 and return adult fares (18 and over) to full price – cost approximately \$59,000.
3. Free fares for all passengers under 18, return adult fares to full price – cost approximately \$106,000.
4. Free fares for all passengers under 18 and retain half price fares for adults over 18 – cost approximately \$140,000.
5. Free fares for all users – cost approximately \$170,000.
6. Flat \$3.00 fare for all users over 5 years old – revenue of \$496,000.
7. Flat \$2.00 fare for all users over 5 years old – revenue of \$330,000.
8. Return fare levels to pre-March 2022 levels - \$2.20 Beecard and \$3.00 cash all fares.

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 subject to Committee decisions.

Implications and Risks

Strategic Consistency

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

Financial Implications

The options are examined in the report with varying financial impacts as are expressed in terms of lost revenue as a cost.

Option costs range from \$59,000 to \$170,000 as outlined in this report, with the exception of fare increases.

Legal Implications

There are 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

Staff will implement the decision of the Committee, develop communications for the public and implement accordingly. Communication of this decision will be made to NZTA.

PARKING CONTROL BYLAW 2024 ADOPTION FOR CONSULTATION

To: Infrastructure Committee

Meeting Date: Tuesday 7 May 2024

From: Doug Rodgers, Manager – Strategic Asset Planning and Rhiannon Suter, Manager – Strategy, Policy and Engagement

Approved: Andrew Cameron - Chief Risk Officer and General Manager - ICHL

Approved Date: Thursday 2 May 2024

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

This report provides the draft 2024 Parking Control Bylaw for adoption for consultation.

Recommendations

That the Committee:

1. Receive the report "Parking Control Bylaw 2024 Adoption for Consultation".
2. Note the changes required to the Bylaw to provide for appropriate enforcement:
 - a. Clarification of definitions, including adding definition of authorised vehicles, bus stops, parking area, parking signage, parking warden, roadway and maximum period and additional detail on parking system and app definition. Removal of definition of vehicle and territorial local authority identified as surplus to requirements.
 - b. Addition of amended general resolution clause (5.7).
 - c. Addition of description of parking charging processes within the section Metered Parking Area – brought up from Payment of Parking Fee section for clarification (Section 6 with old section 9 – Payment of Parking Fee removed).
 - d. Clarification that plates must be registered, at the time of parking, regardless of whether payment is required for the anticipated parking period (6.3).
 - e. Clarification of requirements to display Mobility Parking Permit to park in Mobility parking areas (7).
 - f. Addition of information about bus stop signage (9).
 - g. Addition of a section on Authorised Vehicles outlining the process for applying for a permit and areas where authorised vehicles may park (11).
 - h. Clarification that heavy vehicles may not park on the road, including parking areas rather than just the roadway (15).

- i. For completeness clarifying that breaching any aspect of the Bylaw may result in an offence (16.1).
 - j. Clarification of wording on offences in the area of payment for metered parking, causing an obstruction, parking heavy vehicles on the road, parking vehicles which cannot be safely driven for longer than three days (16.1.xii).
 - k. Removal of Exemptions section as unnecessary in addition to vehicle exemptions section.
3. Recommend to Council to adopt the draft Parking Control Bylaw 2024 for consultation during June 2024 (A5314733).
 4. Nominate a hearing panel to hear submissions and deliberate to include **Names of three Councillors and/or Mana Whenua Representatives.**

Background

The Parking Control Bylaw sets out rules governing how people may park within the city and how Council will enforce those rules. At a recent Court case inconsistencies between the Bylaw and wording of fines issues were identified by the Justices of the Peace resulting in the issued fine being invalid.

Users had previously raised issues related to lack of clarity around how Council communicates how and when people should pay using the new system. Council had clarified its signage in response to those issues.

The current Bylaw potentially enables a charge for the same nature of offence, using a different wording. The changes to the wording, and the new Bylaw are designed to clarify the process for users and simplify the ability of parking wardens to observe how long the vehicle has occupied the park.

Improvements have been made to public communication including signage. The changes to the Bylaw support the behavioural changes desired by Council. The other range of enforcement actions are continuing under the current Bylaw.

Internal and external legal have reviewed the Bylaw and a range of improvements have been incorporated into the draft for consultation as outlined below.

Changes will be made to the ticketing process and terminology to reflect the changes to the Bylaw as part of this process.

Issues and Options

Analysis

In the longer term, Council will develop a parking strategy as part of an overall integrated strategy for road users of all modes. This parking strategy will be developed balancing need with cost and encouraging turnover in spaces and decide what the most appropriate model and hierarchy of parking should be placed. It is recommended that the Bylaw be updated again following the completion of this work.

The recommended changes are focused on providing greater clarity to definitions, permit and parking payment use and processes, including enforcement.

Significance

This issue is significant and requires consultation in line with legislative requirements.

Options

Council has three options:

Option 1: Implement an updated bylaw with the proposed recommended improvements outlined below.

The benefits of this option is that it will facilitate enforcement of the intended provisions of the parking system.

There are no identified negatives, with the exception of the time required to undertake consultation.

This option will require consultation and a draft is provided.

The following changes are recommended to be made to the Bylaw:

- Clarification of definitions, including adding definition of authorised vehicles, bus stops, parking area, parking signage, parking warden, roadway and maximum period and additional detail on parking app definition, Removal of definition of vehicle and territorial local authority identified as surplus to requirements.
- Addition of amended general resolution clause recommended by the legal review (5.7)
- Addition of description of parking charging processes within the section Metered Parking Area – brought up from Payment of Parking Fee section for clarification (Section 6 with old section 9 – Payment of Parking Fee removed).
- Clarification that plates must be registered regardless of whether payment is required for the period (6.3)
- Clarification of requirements to display Mobility Parking Permit to park in Mobility parking areas (7).
- Addition of information about bus stop signage (9).
- Addition of a section on Authorised Vehicles outlining the process for applying for a permit and areas where authorised vehicles may park (11).
- Clarification that heavy vehicles may not park on the road, including parking areas rather than just the roadway (15).
- For completeness clarifying that breaching any aspect of the bylaw may result in an offence (16.1).
- Clarification of wording on offences in the area of payment for metered parking, causing an obstruction, parking heavy vehicles on the road, parking vehicles which cannot be safely driven for longer than three days (16.1.xii).
- Removal of Exemptions section as unnecessary in addition to vehicle exemptions section.

Option 2: Retain the current 2022 Bylaw

This option will enable all enforcement but with an added layer of complexity and risk associated with that process.

There are no identified benefits to this option and it is not recommended.

Option 3: Revoke the 2022 Bylaw and do not replace it.

A bylaw is the only identified mechanism to place restrictions and implement charging for parking.

This option means there will be no enforcement of parking across the city district in metered parking areas or time restricted parking areas. This would remove the \$472,000 forecast annual surplus which offsets rates. No enforcement of parking will also have an impact on revenue from parking fees in Infrastructural Services (typically \$68,000 per month) as there is no incentive to pay the parking fee.

This option would remove the Council's ability to charge for and enforce parking restrictions within the city. It is not recommended.

Community Views

The Parking Control Bylaw was last consulted on in 2022. Twenty eight submissions were received. The focus of the submissions was on:

- City centre streets parking – particularly Tay Street north side.
- Forth Street metered parking – options.
- Kew Road parking options.
- Bus stops – general definitions.

Consultation on this bylaw will take place between 29 May and 25 June. Hearings will take place during July with the intention that a new Bylaw be in place on 1 August 2024.

Implications and Risks

Strategic Consistency

This draft Parking Control Bylaw aligns with the Council's draft Long-term plan and Enforcement Policy. It is important to note that development of an Integrated Traffic Management Strategy incorporating a parking strategy is recommended in the future order to better align parking provision with both current and future need.

Financial Implications

Council operates 831 metered spaces through kiosks that cover multiple spaces on street and off street. The meters generate approximately \$68,000 in a typical month.

As a result of the court decision, some infringements are no longer issued due to the additional compliance costs and risks associated with enforcement of those provisions. This accounts for the 37% decrease in revenue.

At the time of writing there has been a 37% decrease in revenue across all infringement types since 21 February; 30% can be attributed to failure to enforce these provisions and 7% to other factors.

Legal Implications

The Parking Control Bylaw and ticketing terminology, was found to be lacking required detail to support appropriate enforcement during a legal case in February 2024. The proposed changes which are recommended in this draft for consultation will address the Justices of the Peace identified issues and further improve clarity to users.

A full review of the Bylaw has been undertaken with identified improvements being primarily wording of definitions and increased information in the offences section.

Climate Change

There are no identified climate change issues. The Integrated Transport Strategy will incorporate a review of parking, which may include identification of parking at risk from climate change factors which may be required to be reflected in future revisions of the Bylaw.

Risk

The following risks have been identified.

Risk	Mitigation
Parking Bylaw does not appropriately clarify the rules around parking and use of parking meters in order to aid enforcement	Legal review of enforcement mechanisms
Parking Bylaw does not support Council intended outcomes for parking	Development of Integrated Transport Strategy
Bylaw does not enable Council to obtain the behavioural change anticipated from the new parking metre system	Review of Bylaw to support enforcement of behavioural changes.

Next Steps

Consultation on this bylaw will take place between 29 May and 28 June. Hearings and deliberations are proposed to take place on 9 July. The final version of the bylaw will be brought to Council on 30 July, coming into force on 1 August.

Attachments

Appendix 1 - Draft Parking Control Bylaw (A5314733).

A5314733

Invercargill City Council

Parking Control Bylaw

Draft for consultation

2024

2024 DRAFT FOR CONSULTATION



INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

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INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

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INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

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INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

This Bylaw of the Invercargill City Council is made pursuant to sections 22AB-22AF of the Land Transport Act 1998 and Part 8 of the Local Government Act 2002.

1. SHORT TITLE AND COMMENCEMENT

- 1.1. This Bylaw shall be known as “The Invercargill City Council – Parking Control Bylaw 2024” and is made for the effective control and regulation of activities that may have an adverse effect on other users of public places or that might affect the wellbeing or enjoyment of residents.
- 1.2. This Bylaw shall come into force on **xxxx** 2024.

2. OBJECT OF BYLAW

- 2.1. The Bylaw is made primarily under the authority of Section 22AB of the Land Transport Act 1998 and the provisions of the Local Government Act 2002.
- 2.2. The primary purpose of this Bylaw is to control parking activities and ensure parking is enforced to protect and enhance the safety and enjoyment of the public, while providing a clear understanding of the use of roads and public walkways as well as parking restrictions.
- 2.3. For State Highway areas, this Bylaw is made by the Council under Section 22AB of the Land Transport Act 1998 pursuant to an Instrument of Delegation made by the New Zealand Transport Agency Waka Kotahi dated 30 April 2021 in respect of the Transport Agency’s power of control of parking and stationary vehicle offences on areas of State Highways in Invercargill District.

3. REPEAL

- 3.1 The Invercargill City Council Parking Control Bylaw 2022, is hereby repealed from the day this Bylaw comes into force.

4. DEFINITIONS AND INTERPRETATIONS

- 4.1 In this Bylaw, unless inconsistent with the context:

Act means the Land Transport Act 1998 and the regulations and the rules under that Act.

Authorised Vehicle means vehicles holding an Authorised Vehicle Permit which allows them to park as an authorised vehicle.

Authorised Vehicle Crossing means an approved vehicle access to road fronted property (e.g. a driveway).

Authorised Vehicle Parking Area means any road or portion of a road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a parking space and at which may include spaces where parking machines are installed and maintained or at which Authorised Vehicle Permits issued by the Council.

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Authorised Vehicle Permit means a permit granted by Council to allow the permit holder to Park as an Authorised Vehicle as specified in the permit. Section 11 outlines where to apply for a permit.

Bus Stop means a space owned and controlled by the Council (including within a building and any area of land laid out for parking) marked for the exclusive use of a bus (as defined in the Land Transport (Road User) Rules 2004) to stop, stand or Park.

Class of Vehicle means groupings of vehicles defined by reference to any common feature and includes –

- a) vehicles by type, description, weight, size or dimension;
- b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- c) vehicles carrying no fewer or less than a specified number of occupants;
- d) vehicles used for specified purposes;
- e) vehicles driven by specified classes of persons;
- f) carpool and shared vehicle; and
- g) vehicles displaying a permit authorised by the Council.

Council means the Invercargill City Council and includes any officer authorised to exercise the authority of the Council.

Council Vehicle means a marked Invercargill City Council Vehicle.

Cycle Lane means a Road or part of a Road laid out and marked for the exclusive use of cyclists.

Driver of a Vehicle includes any person in charge of the vehicle.

Footpath means a path or way laid out or existing on any part of a Road primarily designed for and used by pedestrians, and includes any part of a vehicle crossing or temporary crossing laid out or constructed over a footpath.

Heavy Motor Vehicle means a Vehicle (other than a motor car that is not used, kept or available for the carriage of passengers for hire or reward) having a gross laden weight exceeding 3,500 kg.

Maximum Period means the maximum amount of time a vehicle is allowed to be parked in a parking space regardless of whether or not a fee has been paid to allow the vehicle to park in that parking space.

Metered Parking Area means any Road or part of a Road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a Parking Space and at or around which Parking Machines are installed and maintained to control parking. Further, the Metered Parking Areas are identified in maps attached to this bylaw.

Mobility Parking Area means any marked Parking Space on a Road for the exclusive use of a disabled person who has on display in the vehicle a current approved Mobility Parking Permit.

Mobility Parking Permit means a current Mobility Parking Permit issued by the Council or by an organisation authorised by Council.

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No Stopping Lines means lines marked on the Road in yellow dashed (typically one metre long) layout identifying where Parking or stopping is prohibited at all times.

Park / Parked / Parking means the stopping or standing of a vehicle (other than a vehicle picking up or setting down passengers in a loading zone or reserved parking area, and entitled to do so) on that portion of the Road.

Parking App means an internet-based application used by the Council and designed for the purpose of controlling and/or charging for the use of parking spaces in a Metered Parking Area or Authorised Vehicle Parking Area. The Parking App used by the Council will be set out on the Council's website.

Parking Area means any of the following:

- Metered Parking Area;
- Mobility Parking Area;
- Time Restricted Parking Area; or
- Authorised Vehicle Parking Area.

Parking Machine (Kiosk) means a parking meter or other device (including any stand to which the parking machine is attached including any underground or over ground monitor) installed under this Bylaw and designed for the purpose of controlling and charging for the use of Parking Spaces in a Metered Parking Area.

Parking Officer means a person appointed by the Council to be a Parking Warden under Section 128D of the Land Transport Act 1998 or a Police Officer.

Parking Payment System – the app, parking machine (kiosk) and web-based system (for example QR code) for parking payment.

Parking Signage means a Sign which provides Drivers with information about Parking in accordance with the Land Transport Rule: Traffic Control Devices 2004.

Parking Space means a space (including within a building and any area of land laid out for parking) where Vehicles, or any class of vehicles may stop, stand or Park.

Parking Zone means a zone within the Metered Parking Area where a payment pricing approach is defined. The Metered Parking Area may have many zones which have different charging rates.

Resolution means a decision of Council made in accordance with its powers, and publicly notified, which creates a duty, obligation, responsibility, or requirement on any person related to parking control. Council will solely determine the extent of any consultation and who is an affected party.

Road includes a reference to any part of a road within the Council District area (including State Highways) and includes –

- a) A street, road, or service lane;
- b) A State Highway (parts of SH 1, 6, 98 and 99);
- c) A beach;
- d) A reserve area (under the Reserves Act) constructed for use as a road; and
- e) A place to which the public have access, whether as of right or not;
- f) All bridges, culverts, ferries, and fords forming part of a road or street or a place referred to in paragraph (c); and
- g) All sites at which vehicles may be weighed for the purposes of the Land

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Transport Act 1998 or any other enactment or this Bylaw.

Road Margin includes any uncultivated margin of a road adjacent to but not forming part of either the roadway or the Footpath (if any).

Roadway has the same meaning as in the Land Transport (Road User) Rule 2004, namely, roadway means that portion of the road used or reasonably usable for the time being for vehicular traffic in general.

Shared Footpath/Cycleway means an area of Road exclusively laid out and marked for the use of pedestrians and cyclists in a shared manner.

Sign means any name, figure, image, character, outline, spectacle, display, delineation, announcement, poster, handling, advertising device or appliance, or any other thing of a similar advertising nature.

State Highway has the same meaning as in Section 5 of the Land Transport Management Act 2003.

Traffic Control Device includes any Sign, signal, notice, traffic calming device or marking or road surface treatment used on a Road for the purpose of traffic control.

Time Restricted Parking Area means any Road or portion of a Road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a time restricted Parking Space.

Traffic means road users of any type and includes pedestrians, Vehicles and driven or ridden animals.

Waka Kotahi means New Zealand Transport Agency Waka Kotahi.

Urban Road means a Road running through or adjacent to an area with speed limits 60 km/h or less, with or without kerb and channel and / or Footpaths.

Vehicle means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved, and includes a bicycle, motorbike, hovercraft, a skateboard, in-line skates, and roller skates, e-scooter or similar recreational wheeled devices, but does not include:

- a) A perambulator or pushchair,
- b) A shopping or sporting trundler not propelled by mechanical power,
- c) A wheelbarrow or hand-trolley,
- d) A pedestrian-controlled lawnmower,
- e) A pedestrian-controlled agricultural machine not propelled by mechanical power,
- f) An article of furniture,
- g) A wheelchair not propelled by mechanical power,
- h) Any other contrivance specified by the rules not to be a vehicle for the purposes of this definition, or
- i) Any rail vehicle.

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- 4.2 Any undefined words, phrases or expressions used in this Bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- 4.3 The Legislation Act 2019 applies to the interpretation of this Bylaw.

5. RESOLUTIONS AND RESTRICTIONS

- 5.1. The Council by Resolution may:
- a) Declare any part of a Road, or any piece of land, or building owned or under control of the Council, to be a Metered Parking Area, a Time Restricted Parking Area, a Mobility Parking Area or an Authorised Vehicle Parking Area.
 - b) Prohibit a specified class or classes of Vehicles from using any of the Parking Areas in (a) above or any specified Parking Spaces.
 - c) Set the days and hours of operation, the maximum time allowed for Parking in any type of Parking Area or Parking Space and restrict the hours of availability for parking in any Parking Area or Parking Space.
 - d) Set the fees payable through the Fees and Charges Schedule for the Parking of Vehicles in any Metered Parking Area specified in (a) above and prescribe the method of payment for those fees either via the parking system, including a parking machine (kiosk), parking app or other methods specified by Council in its conditions for payment.
 - e) Regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case.
- 5.2. Council may by Resolution prohibit or restrict the stopping, standing or Parking of Vehicles on any Roads; or limit the stopping, standing or Parking of Vehicles on any Road and Vehicles of any specified class or description.
- 5.3. A person must not stop, stand or Park a Vehicle on any Road in contravention of a prohibition, restriction or limitation made by Council.
- 5.4. No person shall repair, alter or add to a Vehicle in the course of trade while the vehicle is on the Road, unless necessary to enable the Vehicle to be removed from the Road.
- 5.5. No person may Park or place any machinery, equipment, materials, waste disposal bins or freight containers on any Road or public place except with the prior permission of the Council and in accordance with any conditions that may be required. This clause does not apply to containers that are used solely for the purpose of domestic refuse or recycling as authorised by the Council and placed off the Roadway.
- 5.6. No person shall Park any Vehicle in a Parking Space already occupied by another Vehicle except that up to three motorcycles or mopeds (but no other vehicle) may occupy any Parking Space at the same time.
- 5.7. Any resolution may from time to time be amended or rescinded by a further resolution of Council.

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6. METERED PARKING AREAS

- 6.1. The Council may from time to time, create, provide for, and regulate the operation, maintenance, control, protection, use or discontinuance of Metered Parking Areas.
- 6.2. Parking Machines (Kiosks) shall be located within the Metered Parking Areas that they are to control. Refer to *Schedule 1* for a list of Metered Parking Areas.
- 6.3. All Drivers who Park a Vehicle in a Metered Parking Area must at the time of Parking, register the vehicle's number plate at a Parking Machine or through a Parking App. The registration of the Vehicle's number plate, at the time of Parking, is a condition of Parking in a Metered Parking Area regardless of whether payment is required for the period the Vehicle is Parked.
- 6.4. The Council may prescribe a fee to be paid for use (or use beyond an initial free period) of a Parking Space in a Metered Parking Area. The fee may be different for different Metered Parking Areas.
- 6.5. If a fee is required to Park in a Metered Parking Area the driver or person in charge of the vehicle parking in a Metered Parking Area must pay the fee immediately at a Parking Machine or through a Parking App or following the instructions via the QR code.
- 6.6. Payment is to be made in accordance with the instructions in the Parking Payment System, including on the Parking Machine (kiosk), the instructions on the Parking App or via the QR code. Parking Machines will not issue a receipt. Receipts are obtainable online.
- 6.7. Payment for a parking space must be made for the whole time that the Vehicle is parked. Additional payment must be made if the Vehicle is to remain Parked beyond the original time paid for. The additional payment must be made prior to the expiry of the original time.
- 6.8. More than one motorcycle may occupy a Parking Space. All motorcycles within the parking space must comply with clauses 6.3 to 6.7 above.
- 6.9. Parking spaces in a Metered Parking Area shall be indicated by white lines painted on the Road in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 6.10. Metered Parking Areas shall be indicated by parking signage.

7. MOBILITY PARKING

- 7.1. The Council may reserve any part of a Road as a Mobility Parking Area for use only by any disabled person as defined in Section 2 of the Disabled Persons Community Welfare Act 1975, whether that person is a passenger in, or the Driver of the Vehicle. Parking Spaces will have Parking Signage with the Maximum Period of time for use which includes any additional allowance.

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- 7.2. A vehicle may park in a Mobility Parking Area only if the vehicle is displaying a Mobility Parking Permit.
- 7.3. A Mobility Parking Permit must be prominently displayed at the front of any vehicle parked in a Mobility Parking Area in a manner which will allow the permit to be seen by a Parking Officer from outside the vehicle.
- 7.4. No person may display a Mobility Parking Permit on a Vehicle if the Vehicle is not being used by the holder of the Mobility Parking Permit as either driver or passenger. The mobility permit holder must comply with all conditions of use of the Mobility Permit.

8. PARKING PLACES RESERVED

- 8.1. The Council may reserve any part of a Road as a Parking Space, either generally or at specified times, for use only by members of a specified class of persons (including, but not limited to, the judiciary, diplomatic corps and medical practitioners). Parking Signage will be visible.
- 8.2. The Council may on application, including any person residing in the vicinity of a Parking Space, grant an Authorised Vehicle Permit to that person entitling that person the sole right to Park a Vehicle in that Parking Space during such period, and on such conditions, as the Council may determine.

9. BUS STOPS

- 9.1 Council authorises bus stops throughout the Invercargill District. All authorised bus stops have a white and red Sign to identify it is a bus stop.
- 9.2 Bus stops are considered operational at all times (24 hours a day, seven days a week) unless there is specific Signage on a bus stop stating otherwise.
- 9.3 If there are road markings indicating the Bus Stop, as defined in the Land Transport rules, other vehicles are not permitted to Park within the marked lines. If there is a Bus Stop Sign and no Road markings, as defined in the Land Transport Rule, then Parking is not permitted within six metres before or after the Bus Stop Sign.

10. METHOD OF PARKING

- 10.1. No Driver shall Park any Vehicle in a Parking Space, except as permitted by the provisions of this Bylaw.
- 10.2. No Driver shall Park a Vehicle in a Parking Space so that any part of that Vehicle extends beyond any line defining that Parking Space.
- 10.3. No Driver shall park a Vehicle in a direction other than that directed by signs erected to control the direction of entry to those Parking Spaces.
- 10.4. No Driver shall Park a Vehicle on or overhanging a Footpath.
- 10.5. No Driver or person in charge of any Vehicle shall stop, stand or Park a Vehicle, outside the extremities of any Parking Space unless the vehicle by Virtue of its size cannot be

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contained in one Parking Space. In that case only one Parking Space needs to be paid for, however, the Vehicle must be Parked within the lines of two or more connected spaces as if they were combined to make one space.

- 10.6. The Council may prescribe a Maximum Period for any Parking Space within its control or operation. The maximum time restricted parking areas have Parking Signs.
- 10.7. No Driver shall allow a Vehicle to occupy a Parking Space for longer than the Maximum Period allowed for Parking in the Parking Space occupied. This requirement shall apply equally to all Parking Areas.
- 10.8. No Driver or person in charge of any vehicle shall drive a Vehicle in any Parking Area contrary to the direction of travel prescribed by the Council and shown by marks on the surface or other indications.
- 10.9. No Driver or person in charge of any motorcycle or moped, shall Park closer than 1 metre from the front and/or rear of a Parking Space.

11. AUTHORISED VEHICLES

- 11.1. Vehicles where authorised may park within metered parking areas and time restricted parking areas without time restriction or payment required. This is to allow the working requirements of these vehicles to be undertaken, for example emergency vehicles and diplomatic activities.
- 11.2. Rules on parking on planted areas, footpaths, medians, traffic islands and service lanes (13) and standing vehicles on roads (14) still apply.
- 11.3. Council may issue Authorised Vehicle Permits. Applications for Authorised Vehicle Permits must be made through the Authorised Vehicle Application Form available on the website and Te Hīnaki – Civic Building. Authorised Vehicle Permits will be issued at the sole discretion of the Council.
- 11.4. Authorised vehicles must display their permit. Authorised Vehicle Permits enable parking in the areas and locations identified in the permit. If the permit is not displayed the Council reserves their right to undertake enforcement actions as under offences.

12. EXEMPT VEHICLES

- 12.1 The Driver or person in charge of any of the following Vehicles may Park free of charge in any Parking Space:
 - a) A Vehicle used as an ambulance and which is at the time being used on urgent ambulance service;
 - b) A Vehicle used by the fire service for attendance at fires, and which is at the time attending a fire or responding to a fire alarm;
 - c) A Vehicle used by the police service and which is at the time being used for urgent police business;
 - d) A Vehicle used by a medical practitioner and at the time being used on urgent medical service; or
 - e) A Council Vehicle used by any officer engaged in work for the Council.

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13. PARKING ON PLANTED AREAS, FOOTPATHS, MEDIANS, TRAFFIC ISLANDS AND SERVICE LANES

- 13.1. Subject to Clause 13.2, no Driver shall stop, stand or Park a Vehicle on that part of the Road which is:
- a) A Service Lane or Right of Way (unless a Parking Space is marked by appropriate Signage);
 - b) A Footpath;
 - c) A grass plot;
 - d) A flower bed;
 - e) Shrubbery; or
 - f) In respect of an Urban Road only, the Road Margin.
- 13.2. A Driver may stop, stand, or Park a Vehicle in contravention of clause 13.1(b) to (f) if:
- a) The Vehicle is stopped or standing on an Authorised Vehicle Crossing and not impeding pedestrians on the Footpath and any part of the Vehicle does not extend over the kerb; or
 - b) Council has indicated by Signage that vehicles may stop, stand or Park in that location; or
 - c) That person has obtained the prior written permission of the Council to stop, stand or Park a vehicle in that location.
 - d) A Driver may stop, stand or park a bicycle, wheelchair, mobility device, or wheeled recreational device on a Footpath, grass plot, or Road Margin if so doing does not endanger or unreasonably obstruct any other user of the Footpath, grass plot or Road Margin.

14. STANDING VEHICLES ON ROADS

- 14.1. No Driver is permitted to stop, stand or Park a Vehicle on a Road in such a way that it causes an obstruction or nuisance. An obstruction can include a Vehicle Parked on a Road when Council has advised it will be undertaking planned Road maintenance works. A Vehicle is also deemed to be an obstruction if it is Parked on a Road and not moved for a period in excess of fourteen (14) continuous days.
- 14.2. No Driver shall, without the prior written permission of the Council, Park a Vehicle on a Road for any period exceeding three days if that Vehicle has no effective motor power in or attached to it, or cannot be safely driven. For the purposes of this clause “Vehicle” also includes a boat, trailer, caravan, or any other similar thing.

15. HEAVY MOTOR VEHICLE PARKING

- 15.1. The Council may, by means of public notification following the special consultative process of the Local Government Act 2002, prohibit Heavy Motor Vehicles from parking on any part of a Road.
- 15.2. No Driver of a Heavy Motor Vehicle shall Park on that part of a Road subject to a resolution under Clause 15.1 unless the prior written permission from Council has been obtained.

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

16. OFFENCES

16.1. Every person breaches this Bylaw who:

- a) Fails to comply with any of the clauses, provisions, rules, restrictions, limitations, obligations, or fees set out in this Bylaw.
- b) Fails to comply with restrictions or directions or requirements indicated by the lines, domes, areas, markings, Parking Machine (kiosk), traffic signs, or other Signs and notices, laid down, placed, made, or erected, in or on any Road, building, or other area controlled by the Council, pursuant to any provision of this Bylaw, or any Resolution made thereunder.
- c) Does any of the following to a Parking Machine:
 - i. Misuses, damages, writes on or disfigures it;
 - ii. Interferes, tampers or attempts to disfigure the working operation of it.
- d) Fails to comply with any Resolution made under this Bylaw or fails to comply with any duty, obligation or condition imposed by the Bylaw.
- e) Parks a Vehicle on any area noted in 13.1 including a grassed area or cultivated area under the control of the Council without prior written permission.
- f) Parks on a Road in front of any property in the District, where the size of the Vehicle parked, or the continual nature of the Parking, unreasonably prevents occupants from Parking outside their property, excluding commercial Vehicles Parked on the Road temporarily for business purposes.
- g) Makes a false application or supplies false details in an application for an Authorised Vehicle Permit or a Mobility Parking Permit.
- h) Places an Authorised Vehicle Permit on a vehicle for which it was not issued.
- i) Does any of the following in relation to parking:
 - i. Parks in any Metered Parking Area without paying the prescribed fee; or
 - ii. Parks in any Metered Parking Area without registering the vehicle plate in the Parking System, this includes any vehicle parked where the intention was to stay for less than 30 minutes; or
 - iii. Parks within the Metered Parking Area for longer than paid for; or
 - iv. Parks within the Metered Parking Area for longer than the Maximum Period; or
 - v. Parks in excess of any other time restriction or contrary to any other parking restriction in place within the Time Restricted Parking Area; or
 - vi. Parks an Authorised Vehicle without displaying and holding a current Authorised Vehicle Permit; or
 - vii. Parks within a Mobility Parking Area without displaying a current Mobility Parking Permit owned by the driver or a passenger of the vehicle; or
 - viii. Parks on an area marked with “No Stopping” lines; or
 - ix. Parks on a shared Footpath/cycleway or cycleway; or
 - x. Parks a vehicle in such a way to cause an obstruction as defined under 14.1;
 - xi. Parks a Heavy Motor Vehicle anywhere on the Road; or
 - xii. Parks a Vehicle without motor power or which cannot be safely driven for longer than 3 days.

16.2. The Land Transport (Road User) Rule 2004 creates a number of offences in relation to stopping, standing and Parking of Vehicles which, for the avoidance of doubt, shall apply in addition to this Bylaw as if it was part of this Bylaw in areas where the Council is the Road controlling authority or unless stated otherwise. The breach of a Land Transport (Road User) Rule 2004 offence is an offence of this Bylaw.

16.3. A breach of this Bylaw is an offence pursuant to Section 239 of the Local Government Act 2002 and may be prosecuted as such.

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

17. PENALTIES

- 17.1. A person who breaches and commits an offence against this Bylaw is liable for any (or a combination of any) of the following penalties:
- a) A warning notice pursuant to section 22AF of the Land Transport Act 1998;
 - b) A fine not exceeding \$1,000 pursuant to section 22AB(1)(b) of the Land Transport Act 1998. Fines amounts are set out in the Council’s Schedule of Fees and Charges: Compliance; and/or
 - c) Prosecution for an offence pursuant to section 239 and 242(4) of the Local Government Act 2002 where the person is liable on conviction to a fine not exceeding \$20,000.

18. DEFENCES

- 18.1. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- a) Took place in compliance with the directions of a Police Officer, a Parking Officer a Traffic Control Device; or
 - b) Was performed by a Parking Officer and was necessary in the execution of that person’s duty.

19. SCHEDULE ONE

The following pages contain descriptions and plans displaying the No Stopping Lines, Metered Parking Areas, Time Restricted Parking Areas, Parking Zones declared, in accordance with a Resolution of the Council, pursuant to Clause 5 of this Bylaw.

Parking Control – Off Street Car Parking..... Page 15

Parking Control – Index Map..... Page 16

Parking Control – No Stopping Lines..... Page 17 to Page 20

Parking Control – Parking Spaces..... Page 21 to Page 45

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Parking Control – Off Street Car Parking

Zone L – 11 Leven Street Multi-Level Car Park

- Level 1, 3, 5, 6, 7 – Permit Parking Only
- Level 2, 4 – Metered Parking Area
- Level 8 – Time Restricted Parking Area

Zone D – 67 Don Street Car Park

- Metered Parking Area

Zone E – 102 - 108 Esk Street Car Park

- Yellow Parks – Permit Parking Area
- White Parks - Metered Parking Area

Zone V – 30 Deveron Street Car park

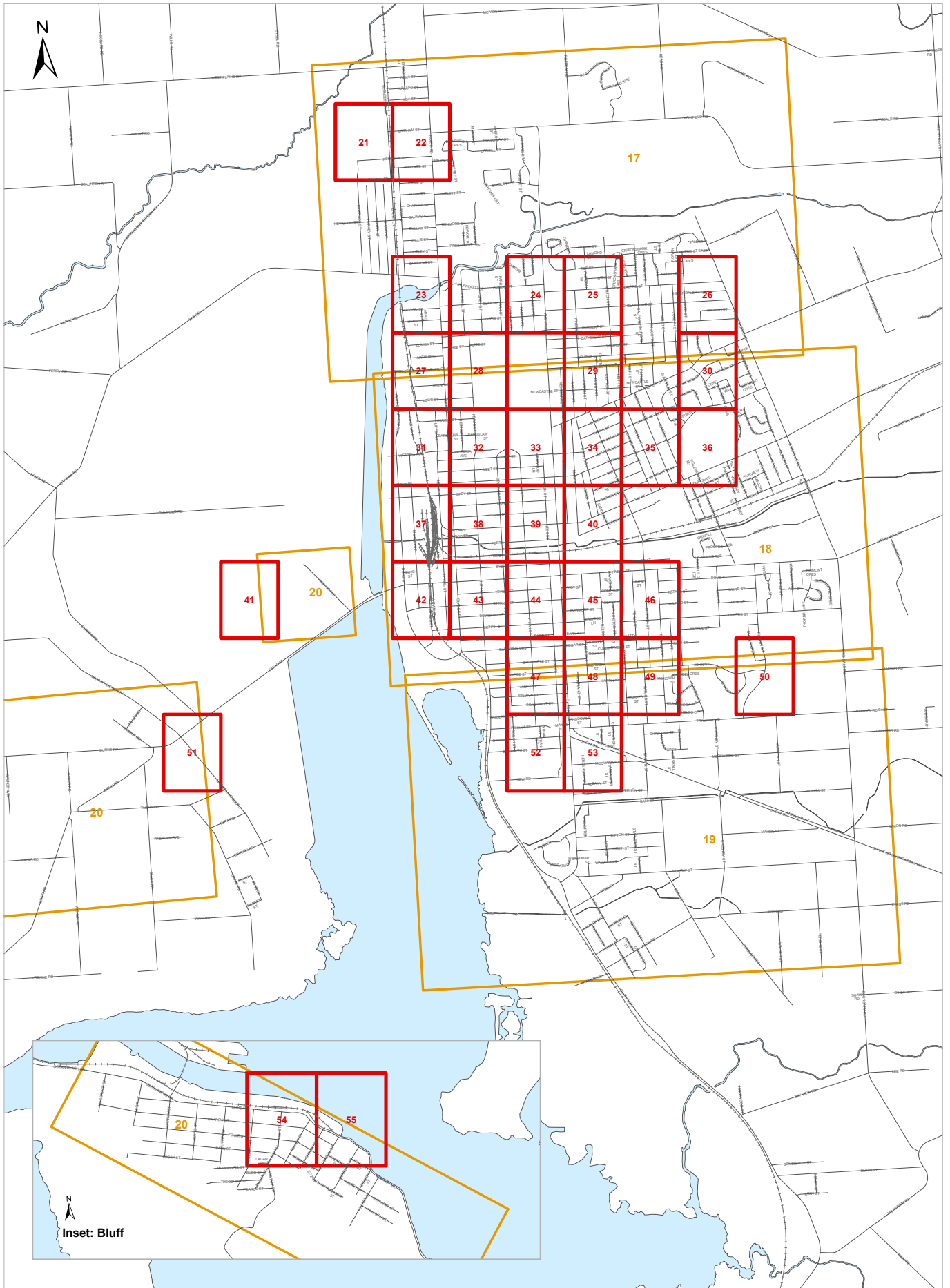
- Permit Parking Area

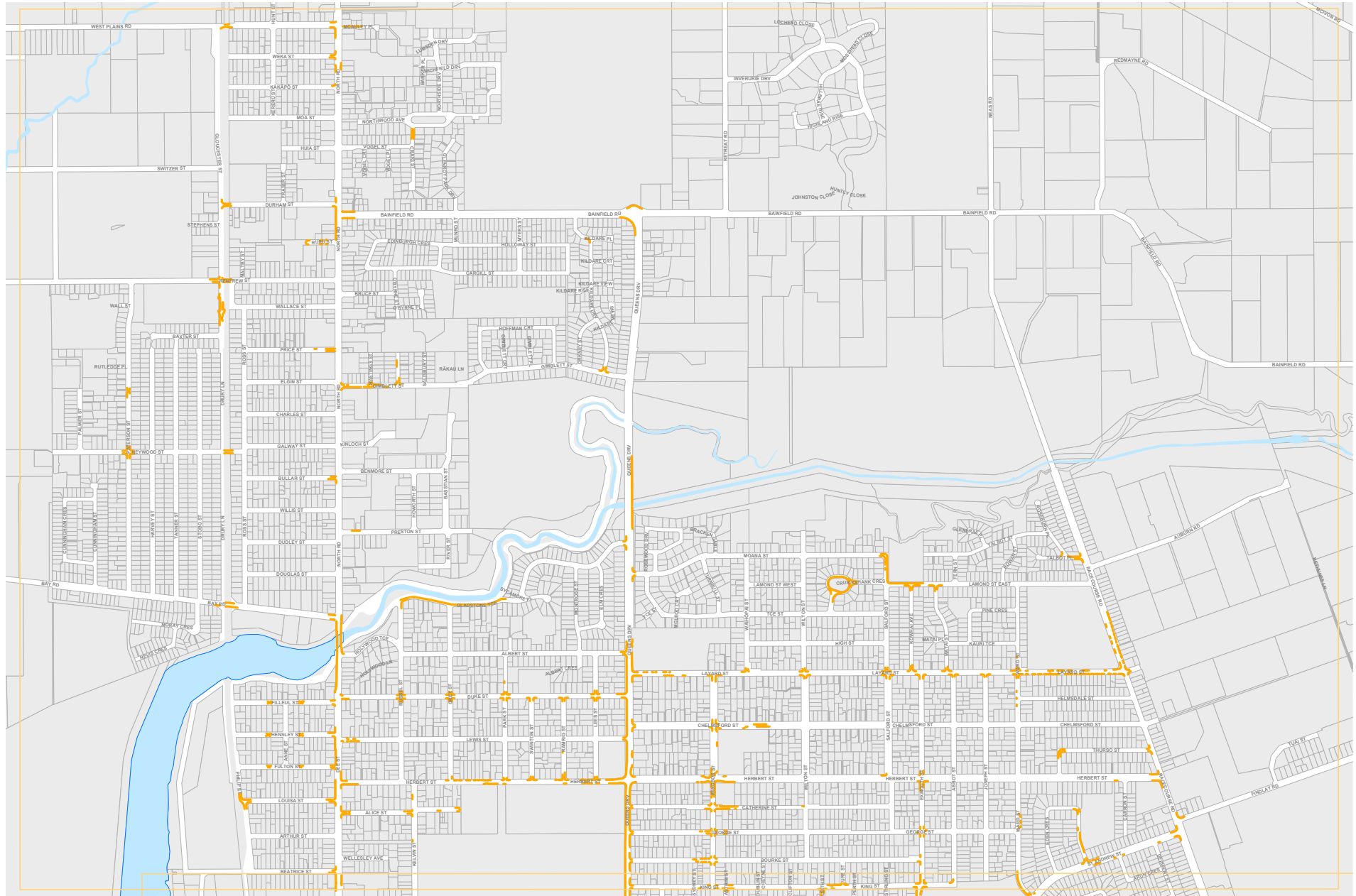
Zone G – 131 Esk Street Carpark

- Permit and Metered Parking as shown in the Parking Spaces Map

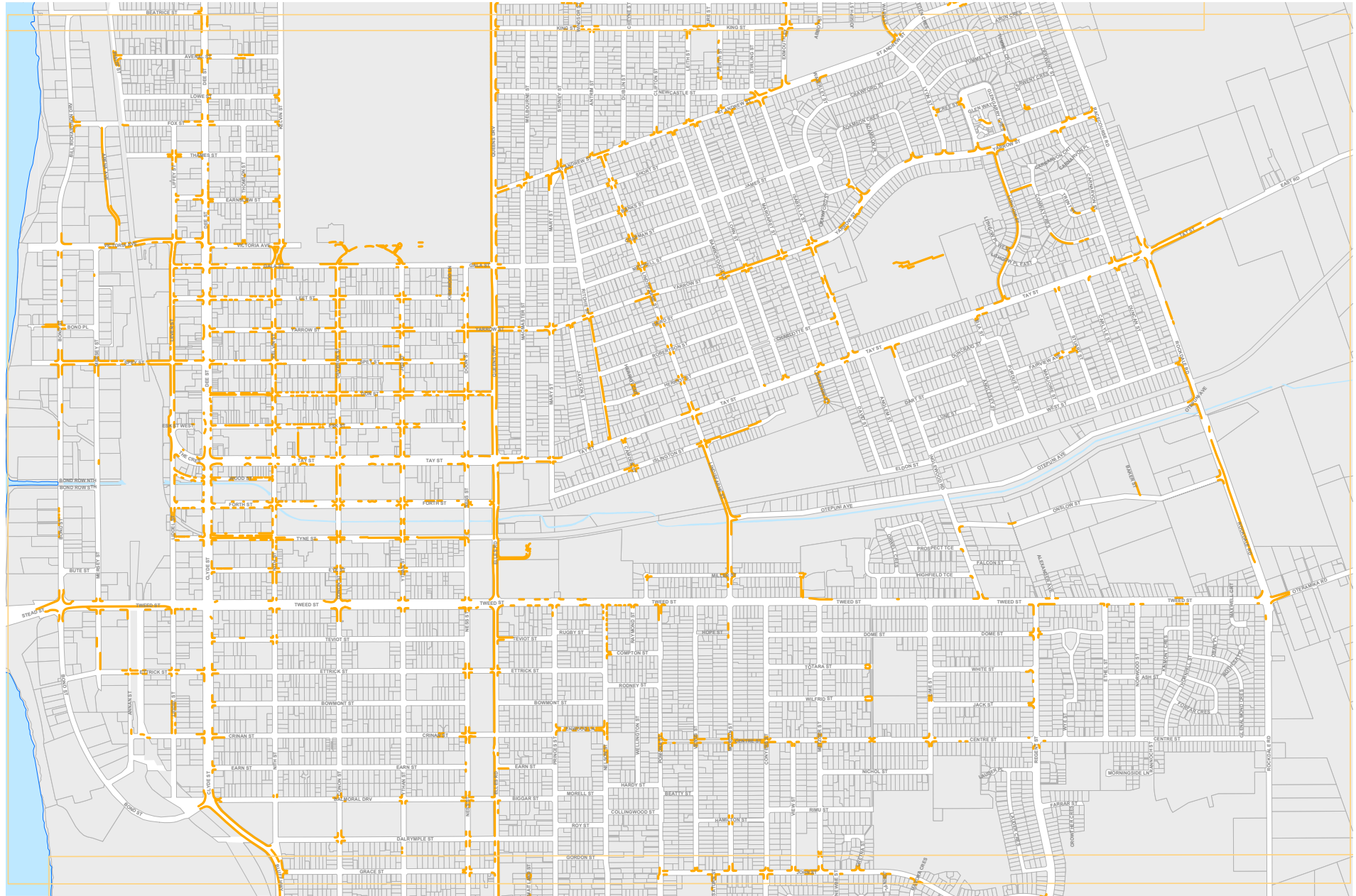
Zone C – 19 Don Street Car Park

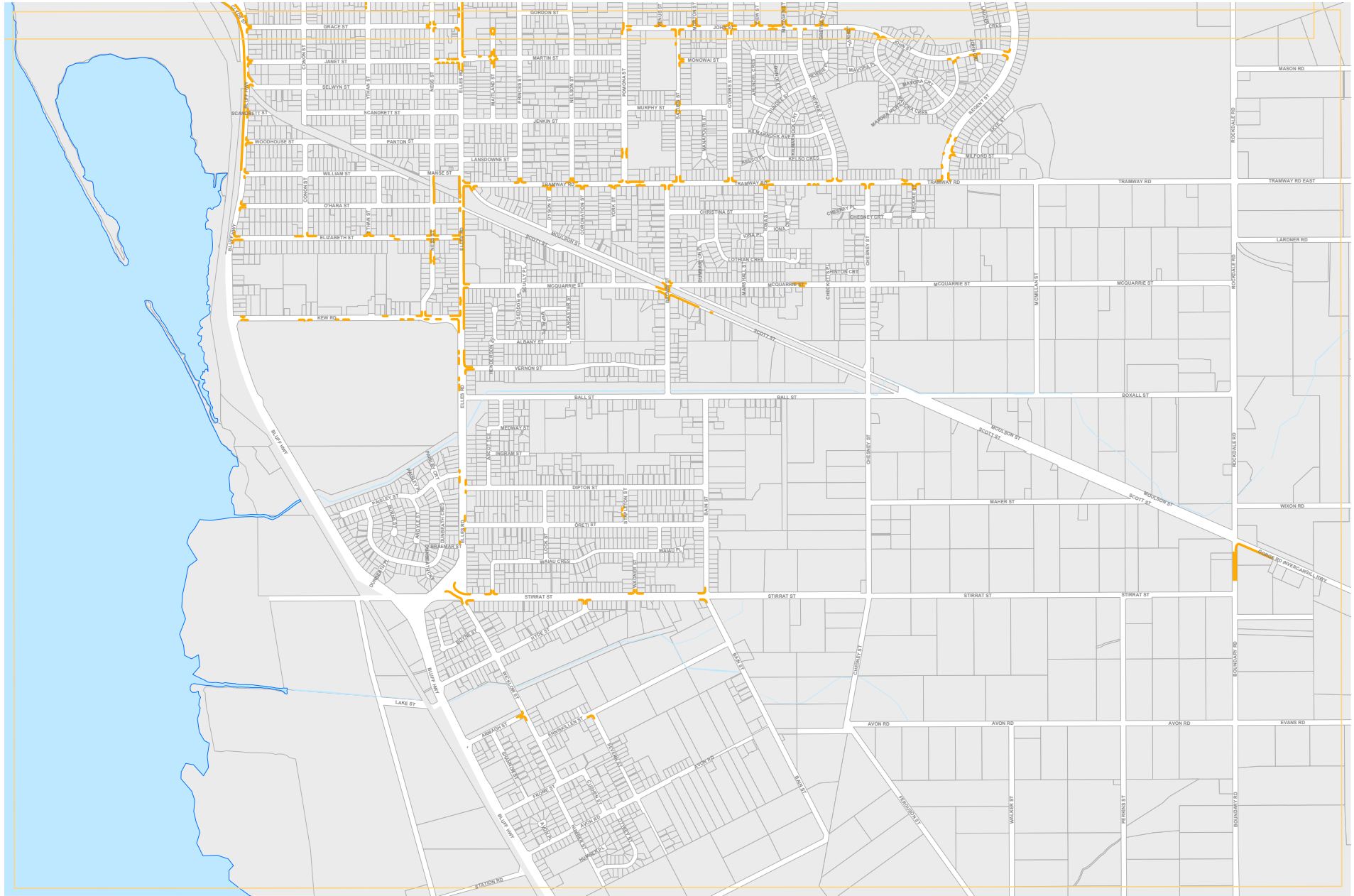
- Metered Parking Area

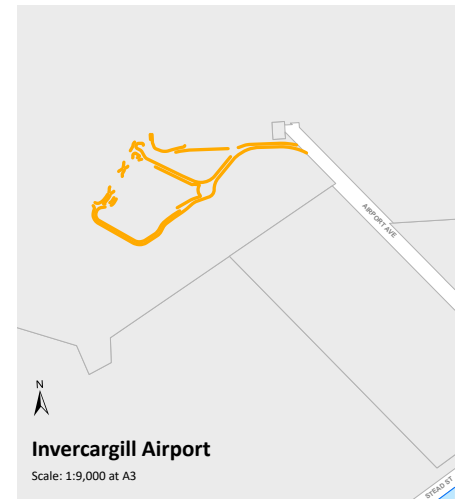


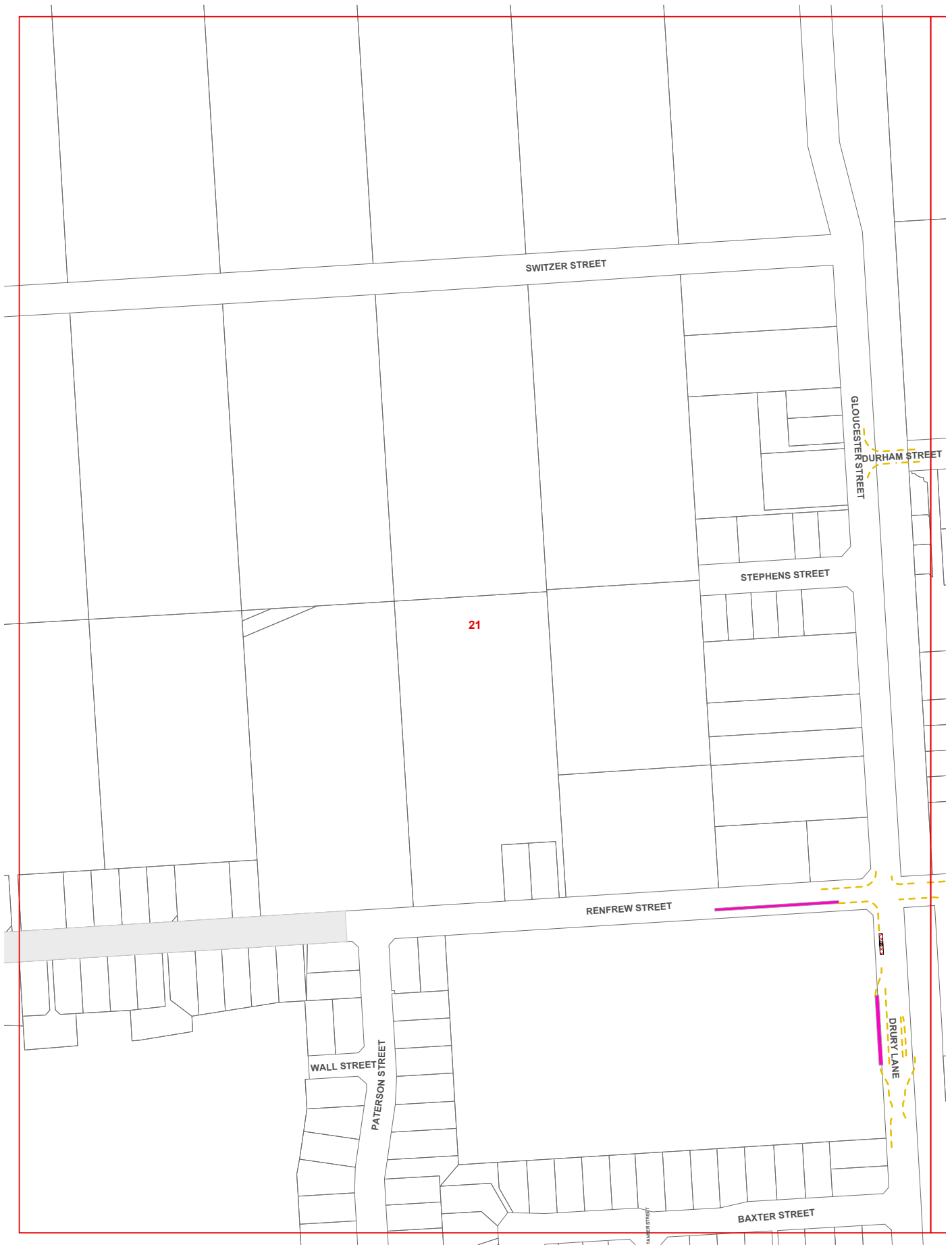


Parking Control Bylaw - May 2024
No Stopping Lines









**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping

Time Restricted Parking Area

P2

Authorized Vehicle Parking

Bus Stop



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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--- No Stopping

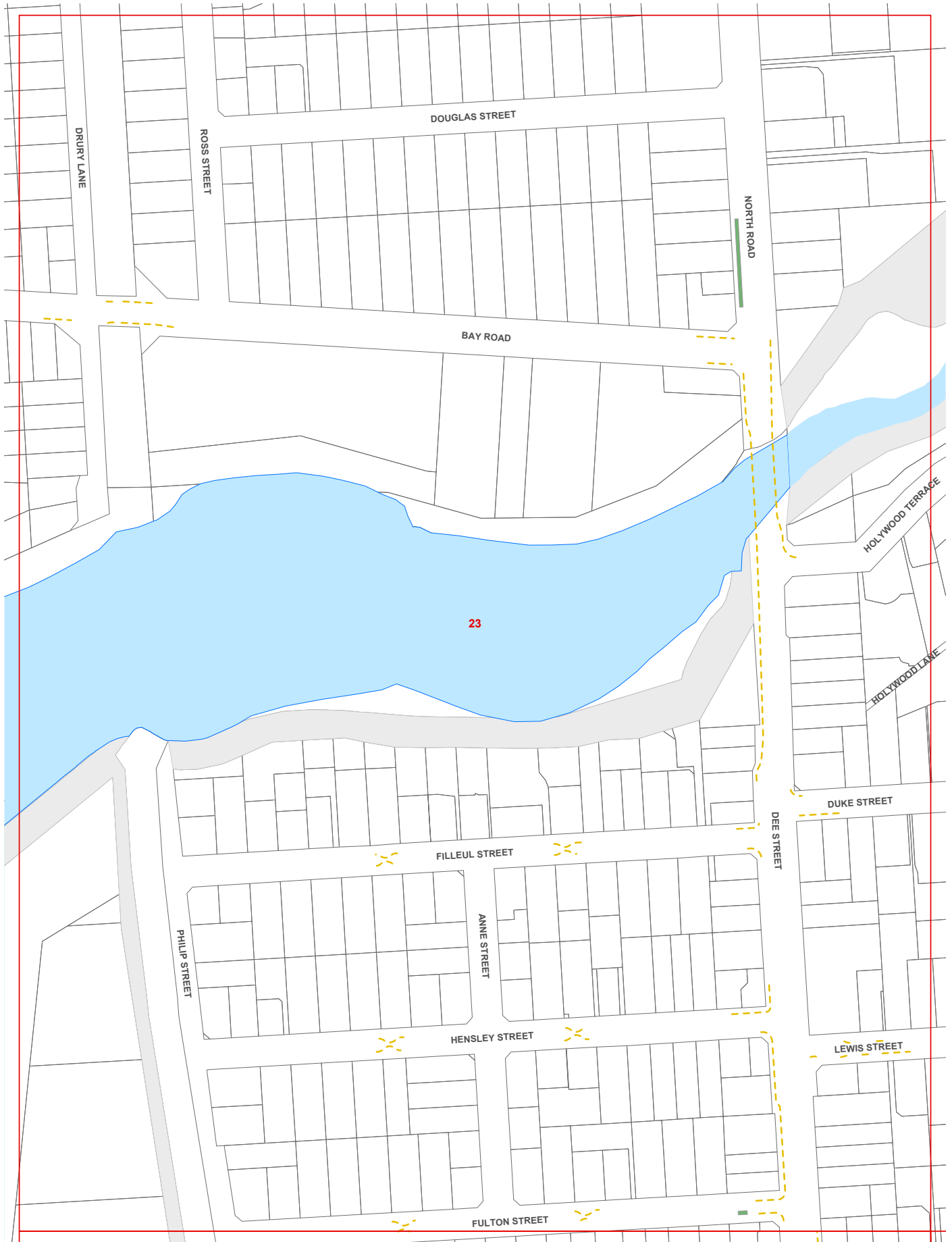
Time Restricted Parking Area

■ P15

■ P5

Authorized Vehicle Parking

▨ Bus Stop



**Parking Control Bylaw
May 2024**

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Produced by ICC GIS - 1 May 2024



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--- No Stopping
Time Restricted Parking Area
■ P60



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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--- No Stopping

Time Restricted Parking Area

P2

Authorized Vehicle Parking

Bus Stop



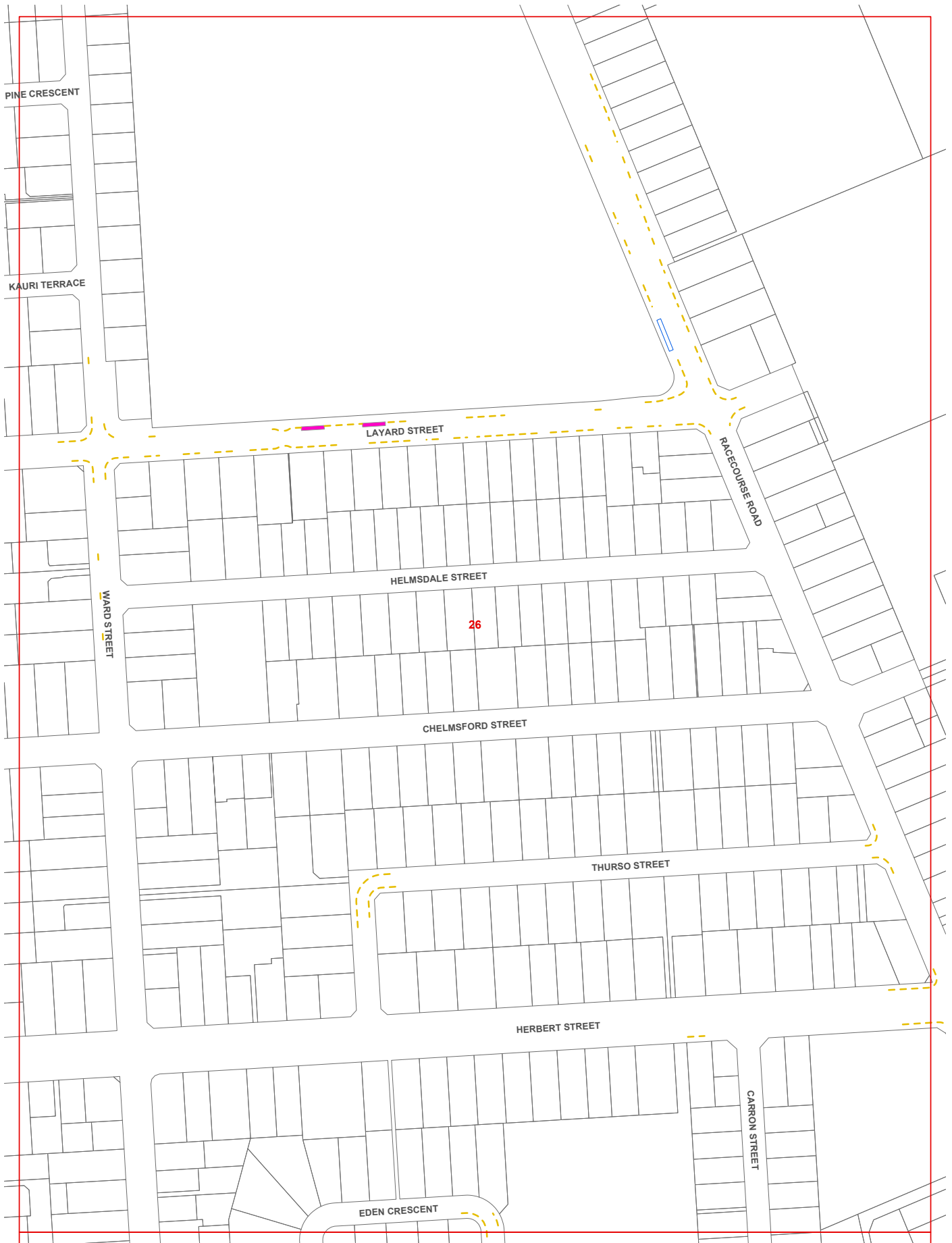
**Parking Control Bylaw
May 2024**

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- No Stopping
- P15
- P2
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**Parking Control Bylaw
May 2024**

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--- No Stopping

Time Restricted Parking Area

■ P2

Authorized Vehicle Parking

□ Motorcycles

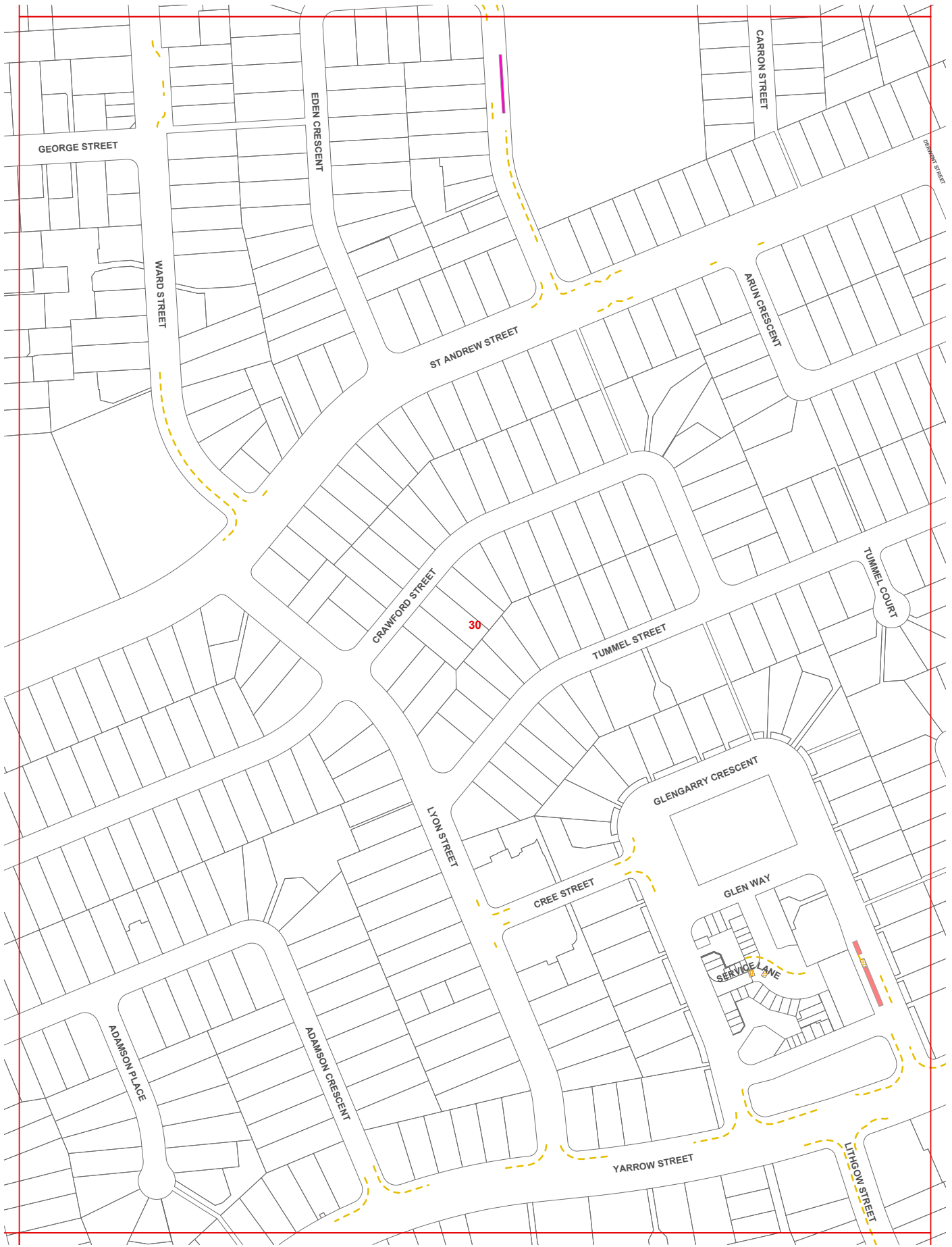






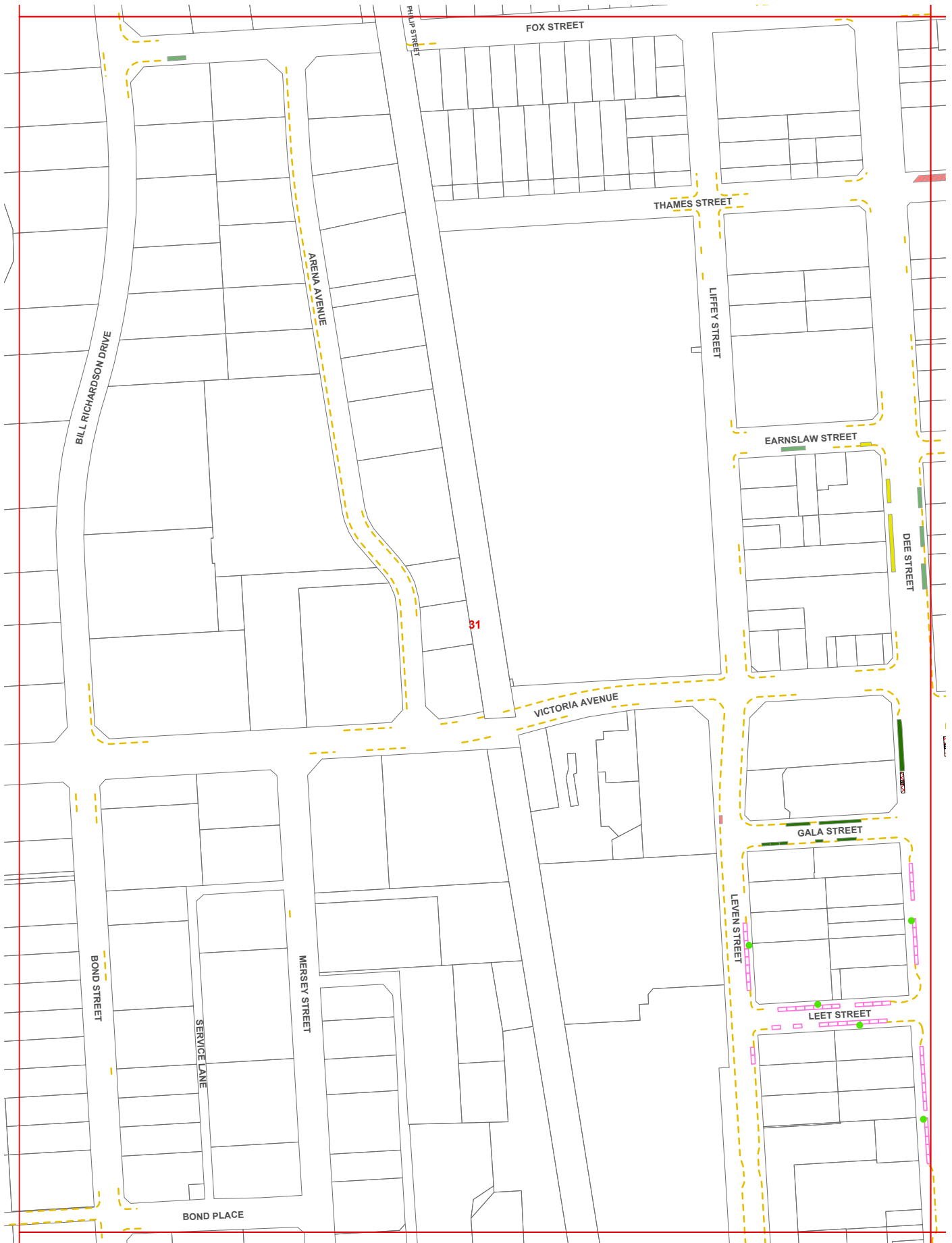
- No Stopping
 - P10
 - P15
 - P2
 - P30
 - P5
 - P60
- Time Restricted Parking Area**

- Authorised Vehicle Parking**
- Disabled Parking
 - Motorcycles
 - Bus Stop



**Parking Control Bylaw
May 2024**

- No Stopping
- P2
- P5
- Disabled Parking
- Time Restricted Parking Area
- Authorised Vehicle Parking

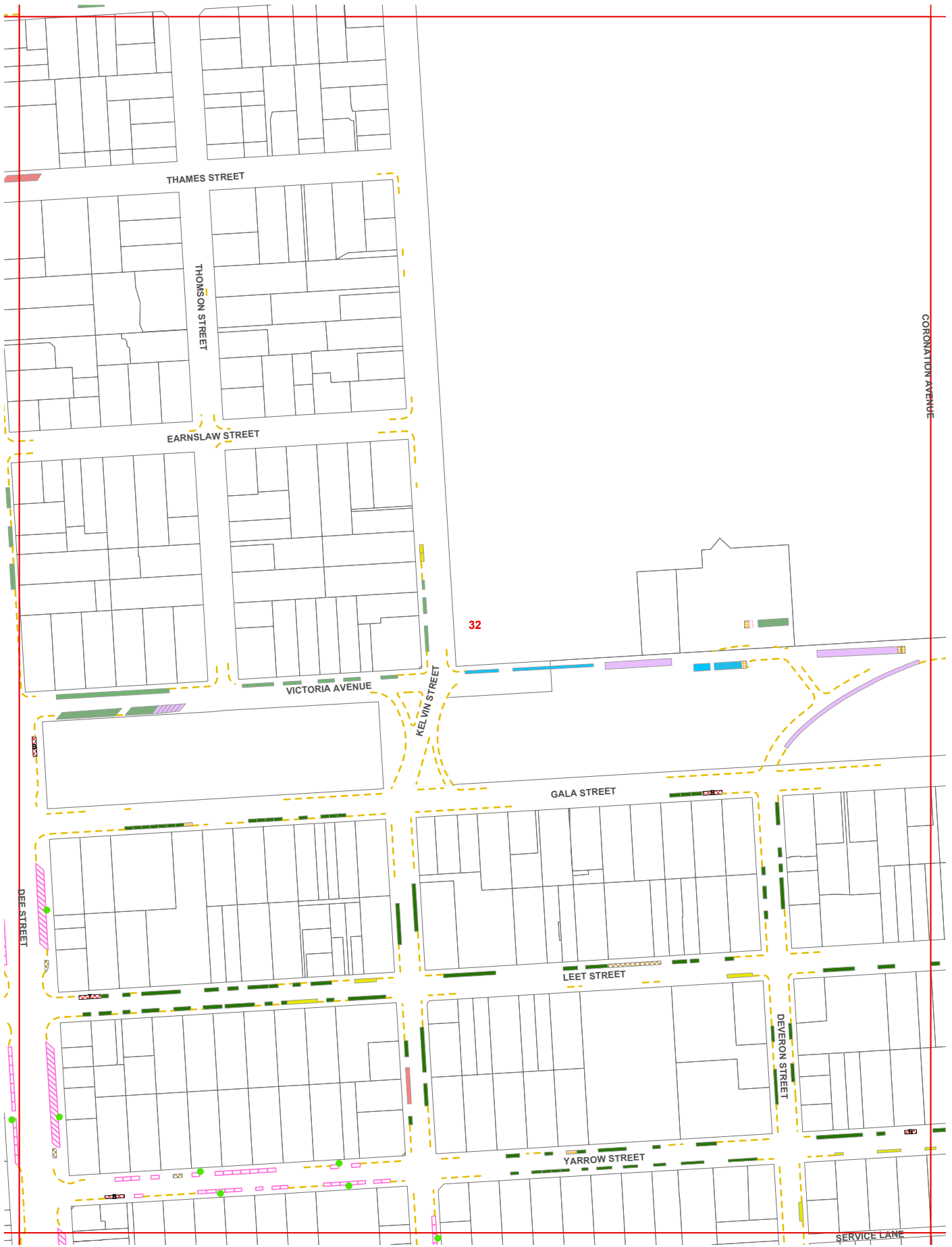


**Parking Control Bylaw
May 2024**

- Parking Kiosks
- - - No Stopping
- Metered Parking**
- Metered Parking

- Time Restricted Parking Area**
- P15
- P5
- P60

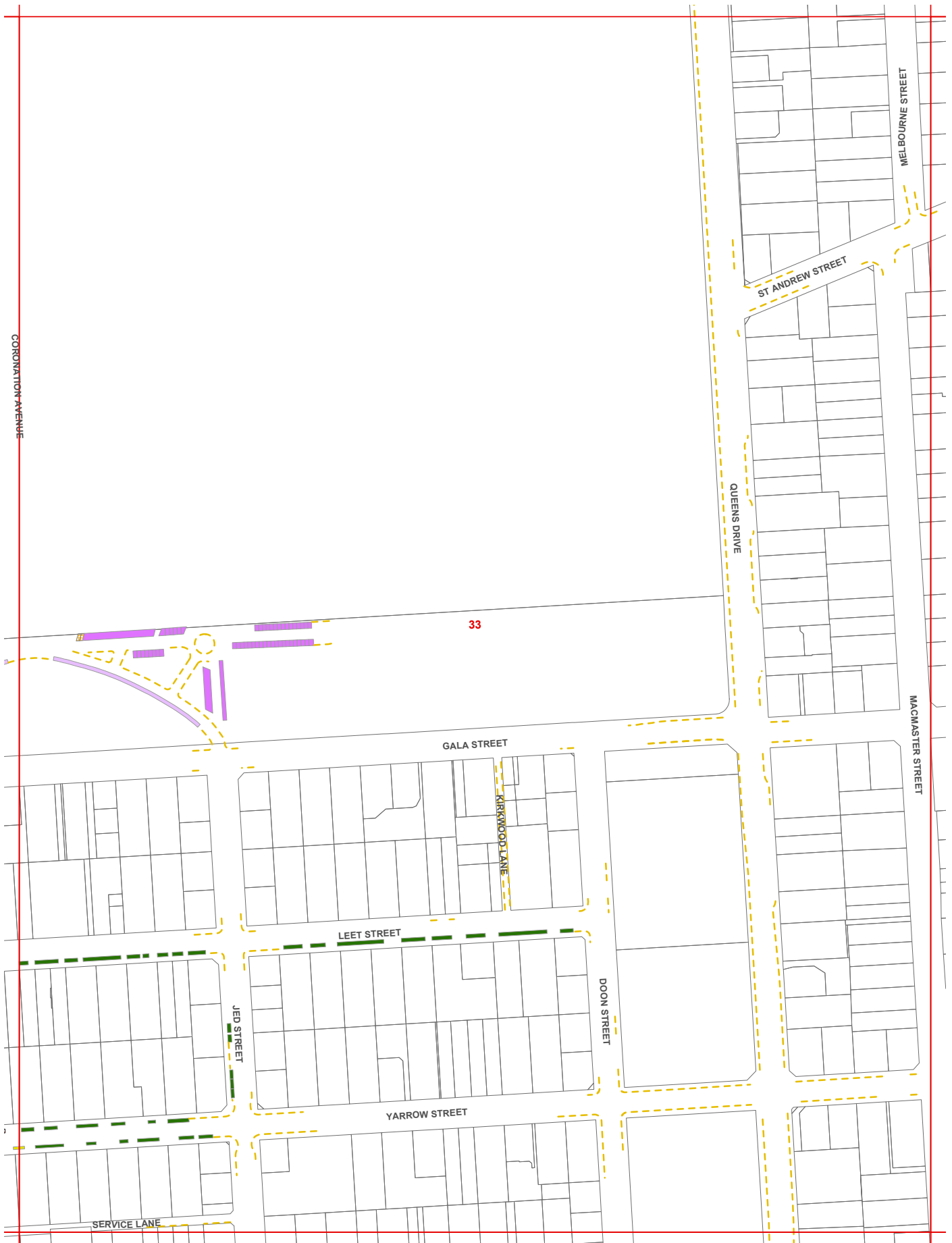
- P90
- Authorised Vehicle Parking**
- Bus Stop



**Parking Control Bylaw
May 2024**

Page : 33

- Parking Kiosks
- No Stopping
- Metered Parking**
- Metered Parking
- P120
- P15
- P180
- P5
- P60
- P90
- Authorised Vehicle Parking**
- Authorised Parking
- Disabled Parking
- Loading Zone
- Bus Stop
- Taxi



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024

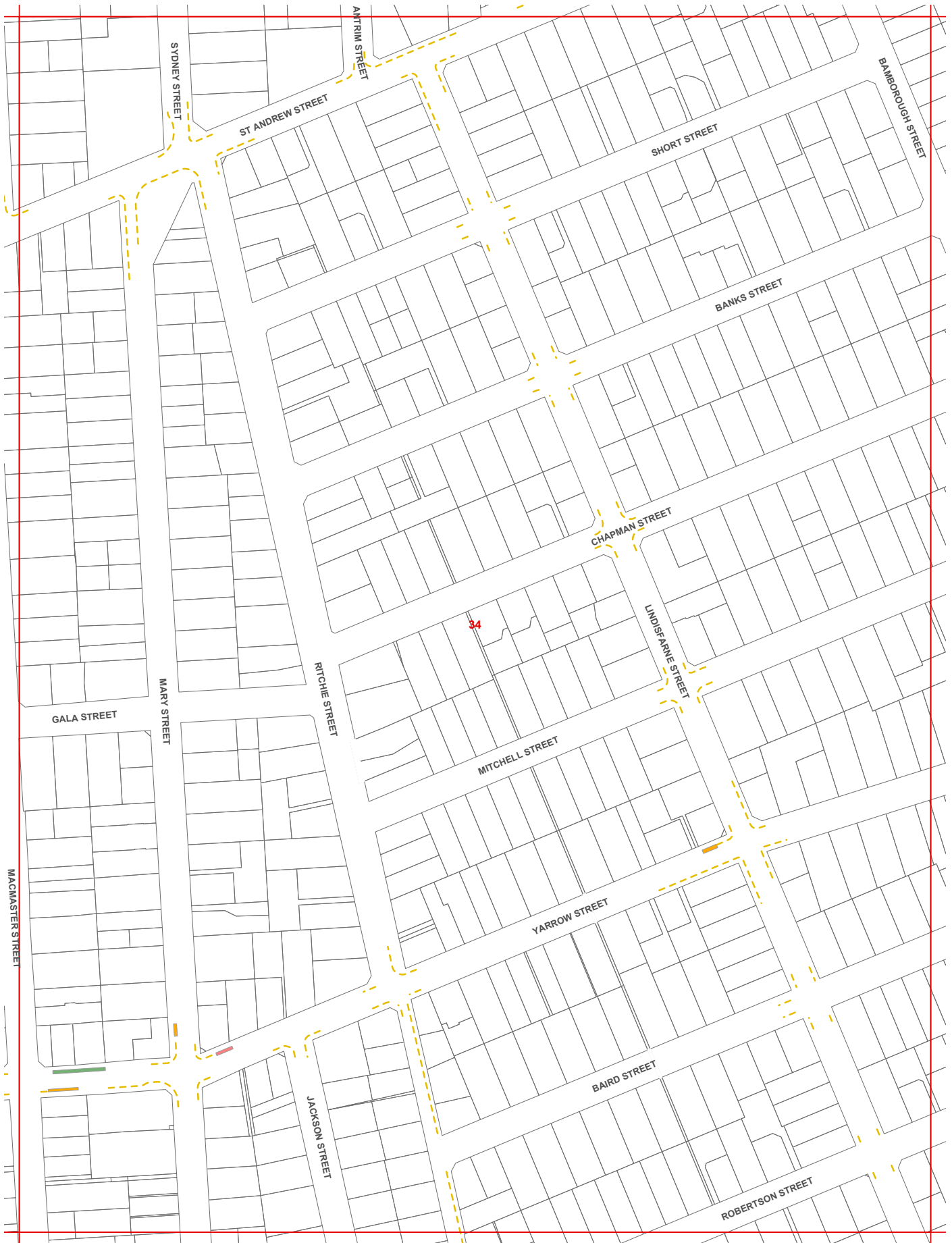


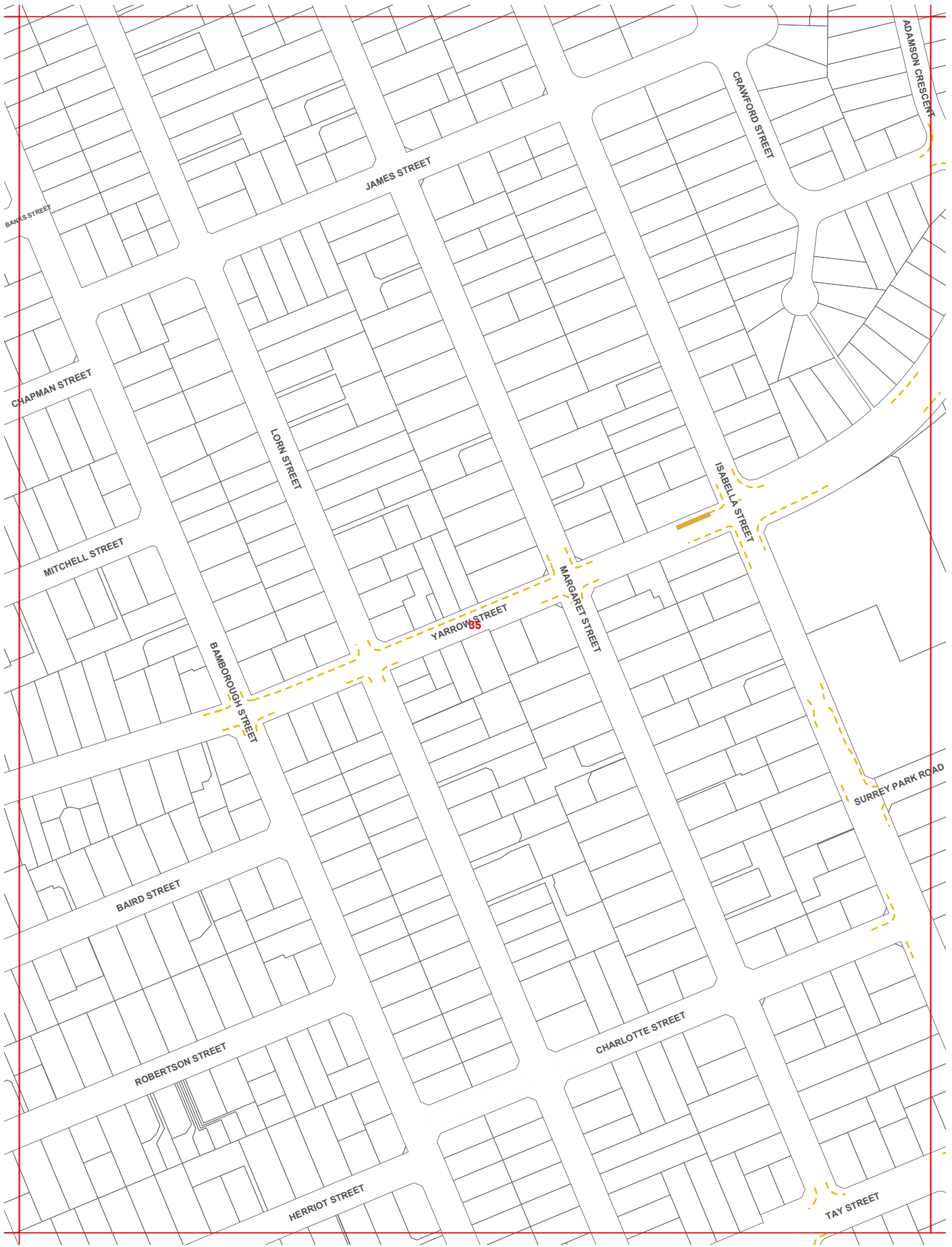
Page : 34

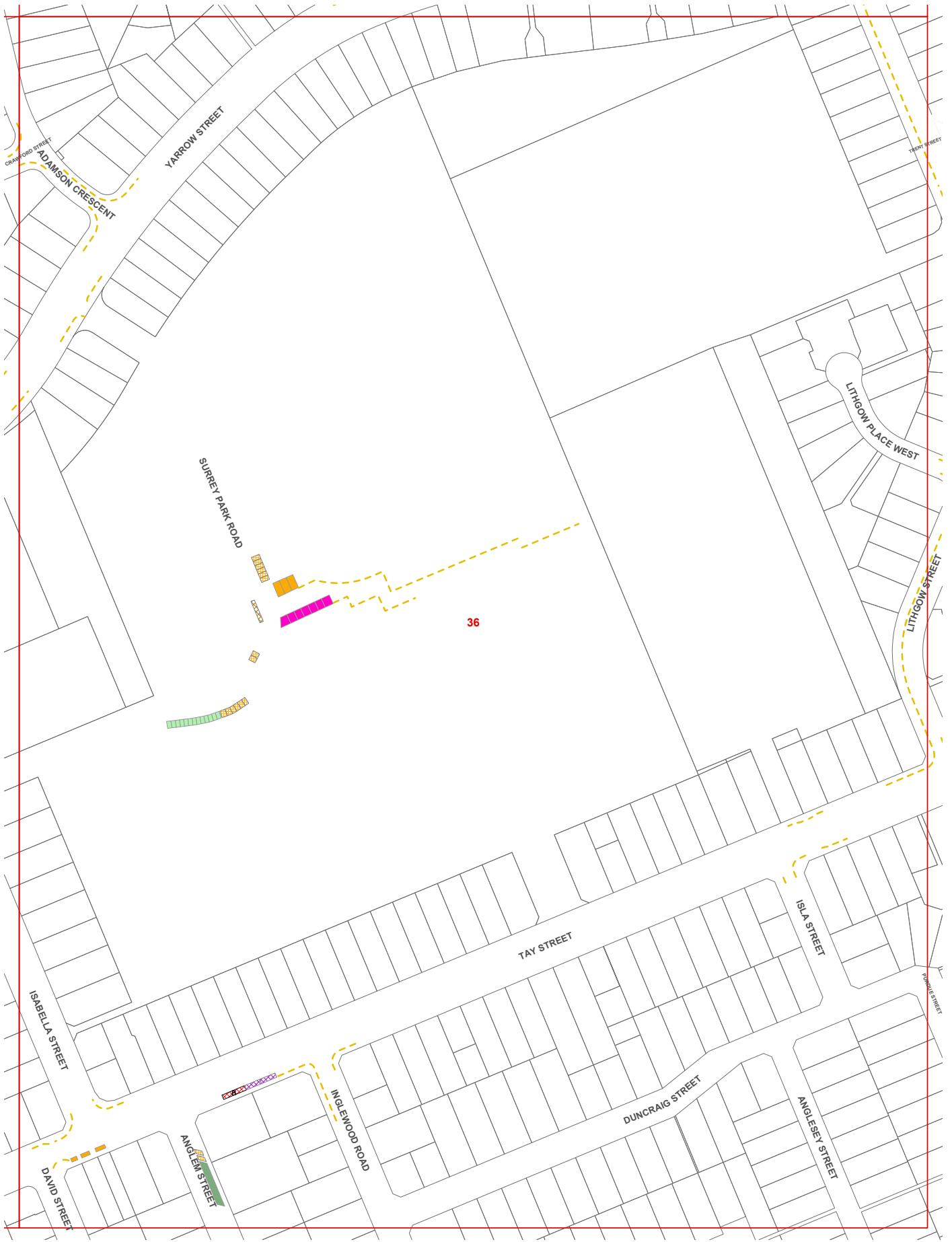
- No Stopping
- P15
- P180
- P240
- P90

Authorised Vehicle Parking

- Disabled Parking
- Bus Stop







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**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 37

--- No Stopping

Time Restricted Parking Area

P10

P2

P30

P60

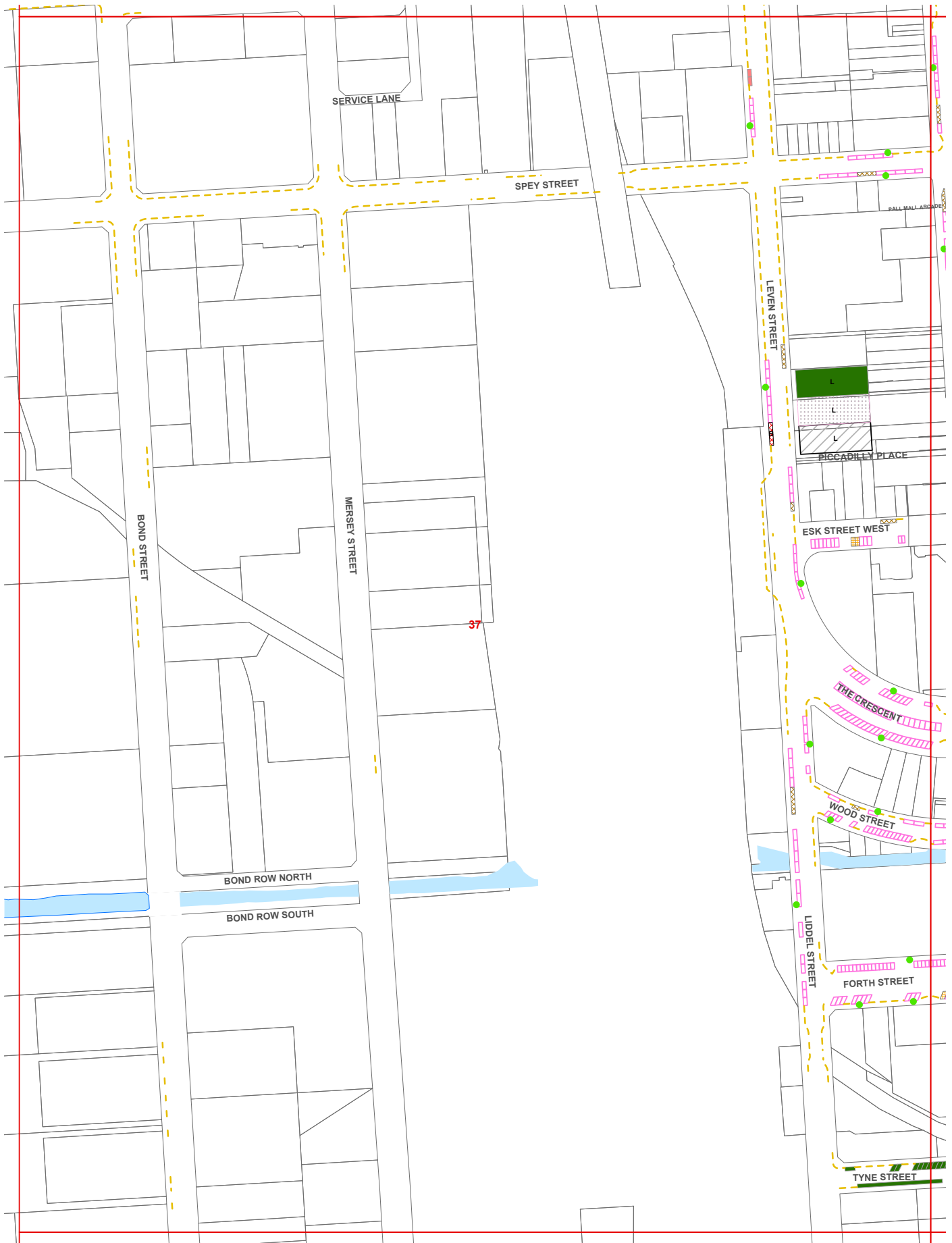
Authorized Vehicle Parking

Campervan Parking

Disabled Parking

Loading Zone

Bus Stop



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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- Parking Kiosks
- No Stopping
- Metered Parking**
- Metered Parking

- L Zone L
- Time Restricted Parking Area**
- P5
- P90

- Zone L - P90
- Authorized Vehicle Parking**
- Zone L - Authorized Parking
- Disabled Parking

- Loading Zone
- Bus Stop



**Parking Control Bylaw
May 2024**

- Parking Kiosks
- No Stopping
- Metered Parking
- D Zone D
- E Zone E
- G Zone G
- P120
- P15
- P2
- P30
- P5
- P90
- Bus Park - P60
- Campervan Parking - P180
- Loading Zone - P5
- Authorised Vehicle Parking
- Authorised Parking
- Zone C - Authorised Parking
- Zone G - Authorised Parking
- Zone V - Authorised Parking
- Disabled Parking
- Loading Zone
- Motorcycles
- Bus Stop
- Taxi



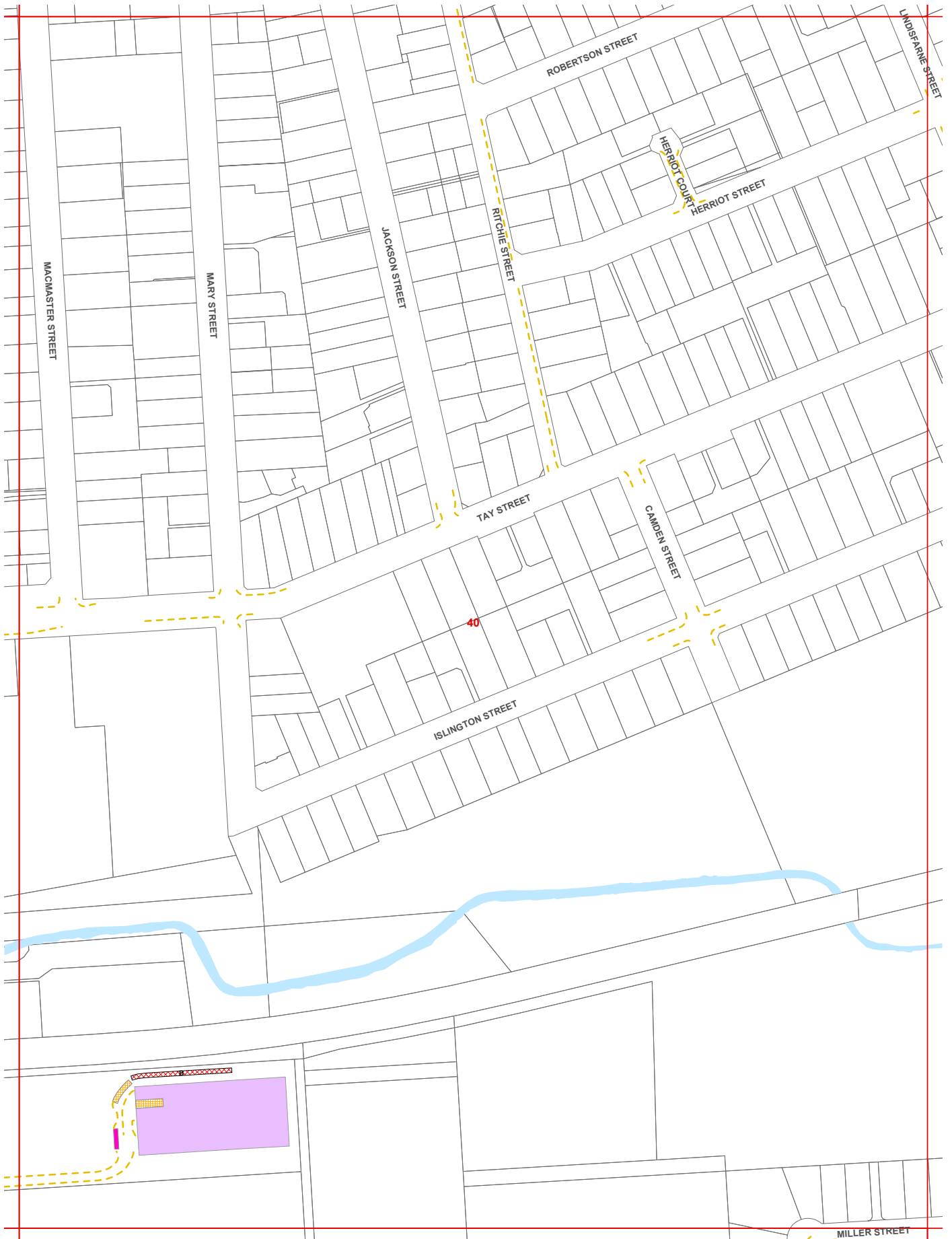
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



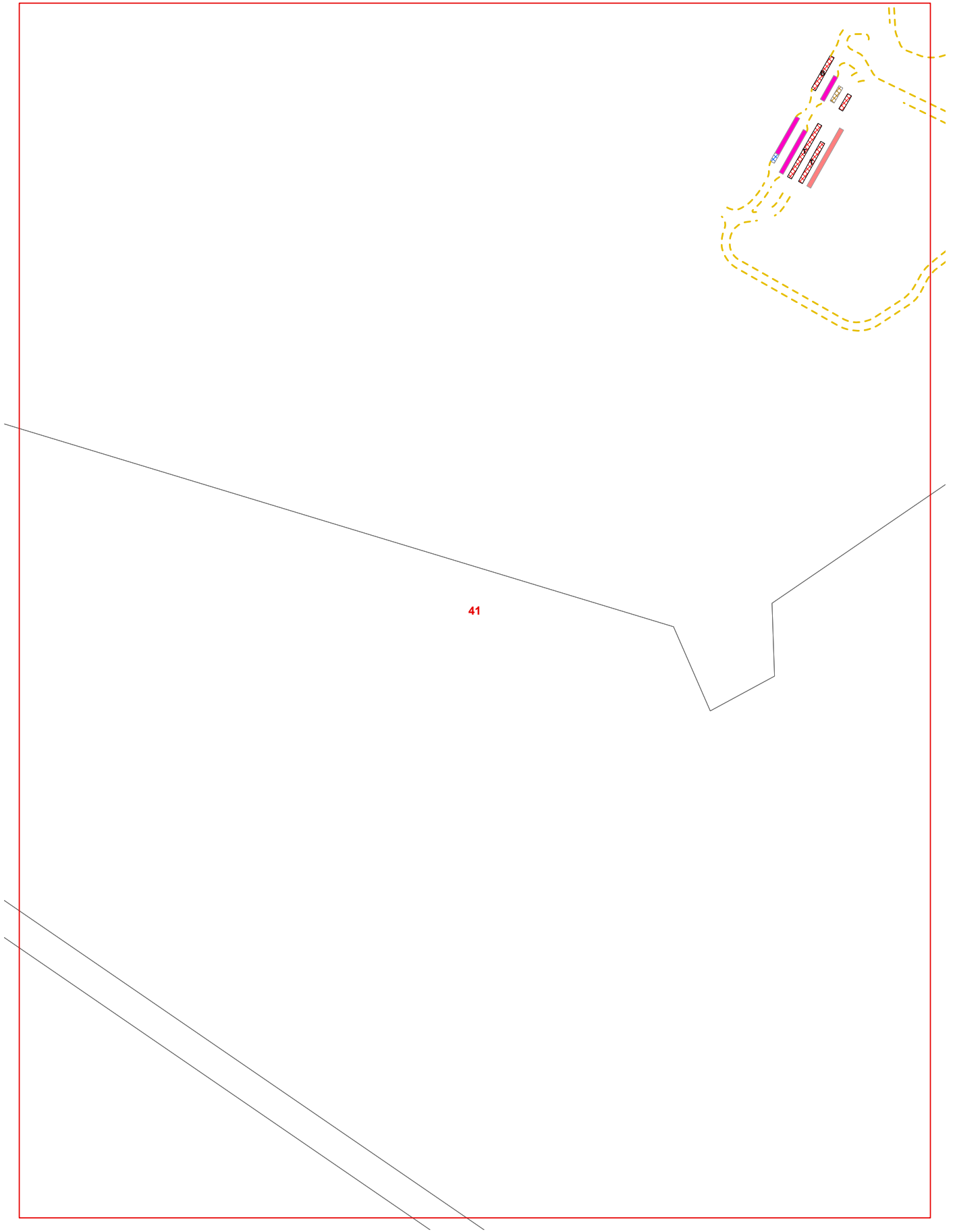
Page : 40

- No Stopping
- P90
- Motorcycles
- Metered Parking
- Authorised Vehicle Parking
- Zone G
- Zone G - Authorised Parking
- Time Restricted Parking Area
- Disabled Parking
- P15
- Loading Zone
- Bus Stop



**Parking Control Bylaw
May 2024**

<p>--- No Stopping</p> <p>Time Restricted Parking Area</p> <p>P180</p> <p>P2</p>	<p>Authorised Vehicle Parking</p> <p>Disabled Parking</p> <p>Bus Stop</p>
--	--



--- No Stopping

Time Restricted Parking Area

P2

P5

Authorised Vehicle Parking

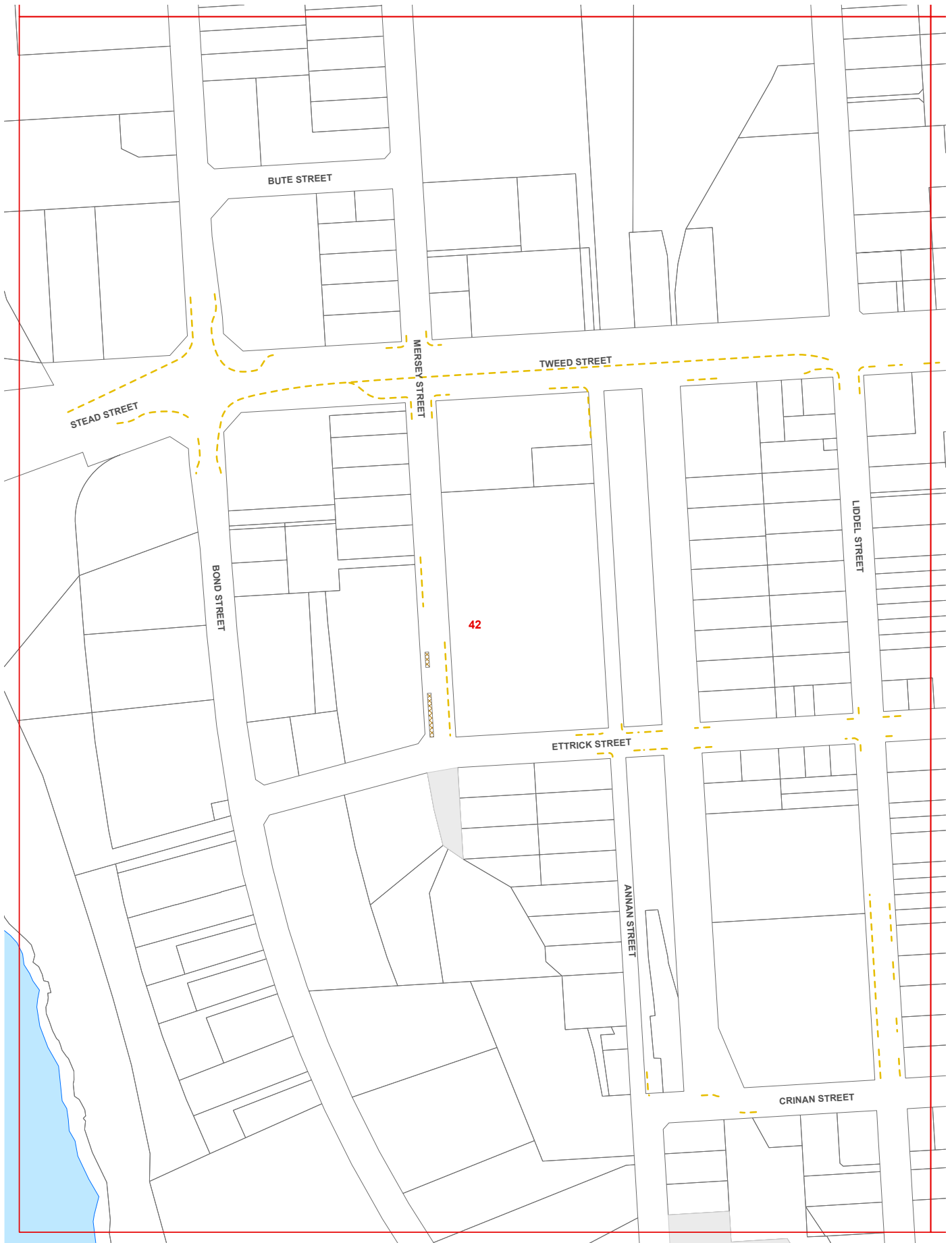
Drop Off Disabled Parking

Loading Zone

Bus Stop

Taxi

Shuttle Van

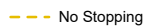



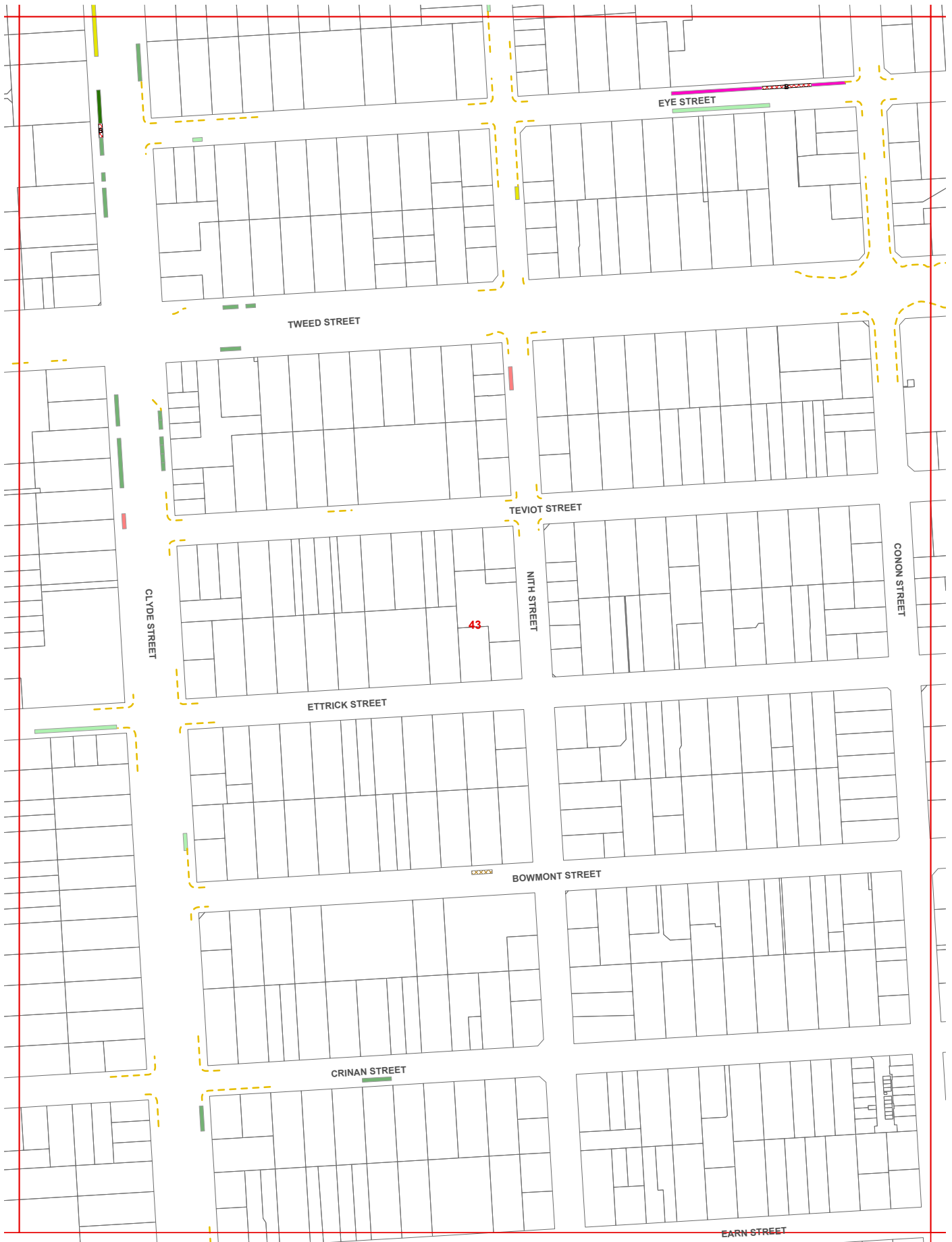
**Parking Control Bylaw
May 2024**

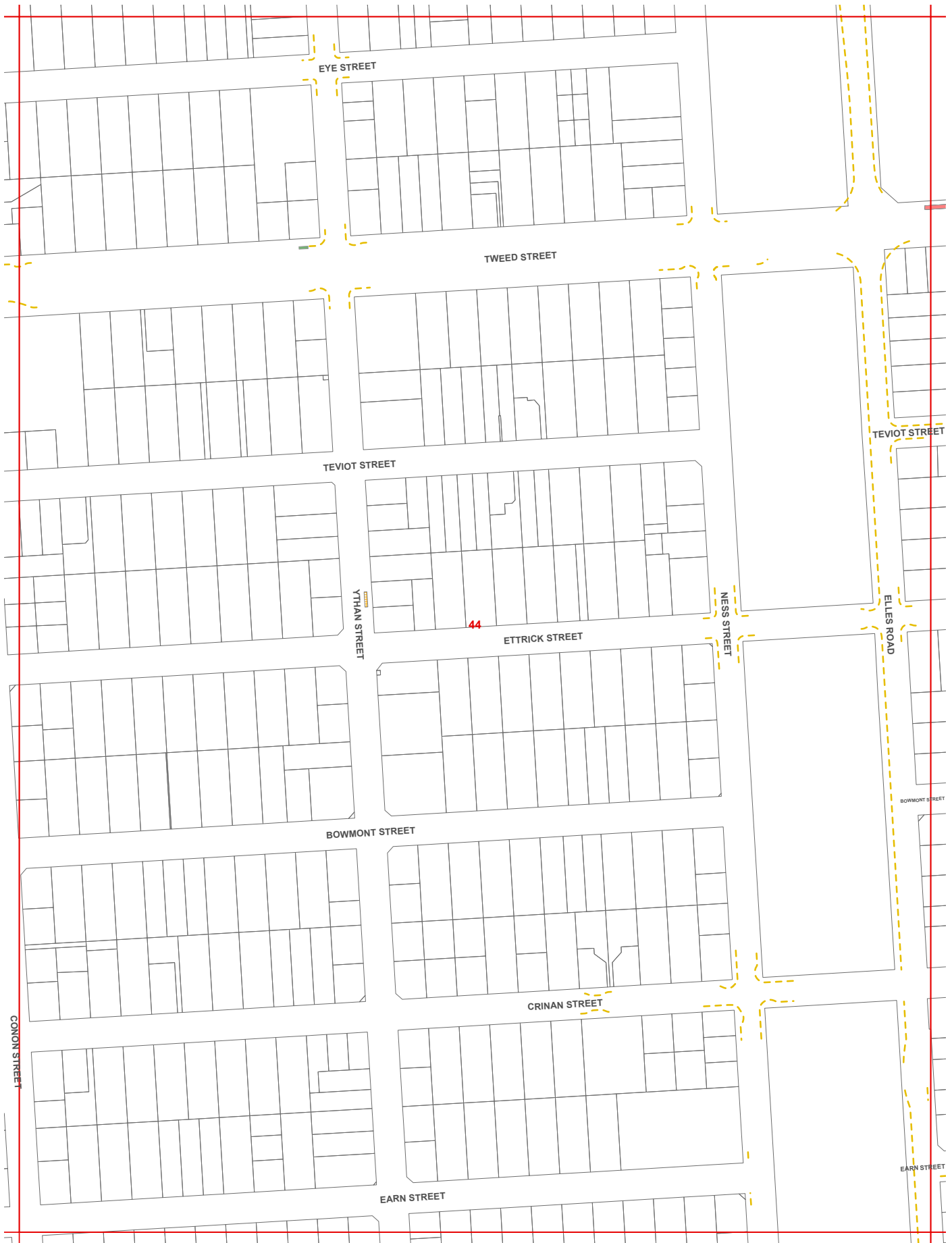
Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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-  No Stopping
 -  Loading Zone
- Authorised Vehicle Parking*





**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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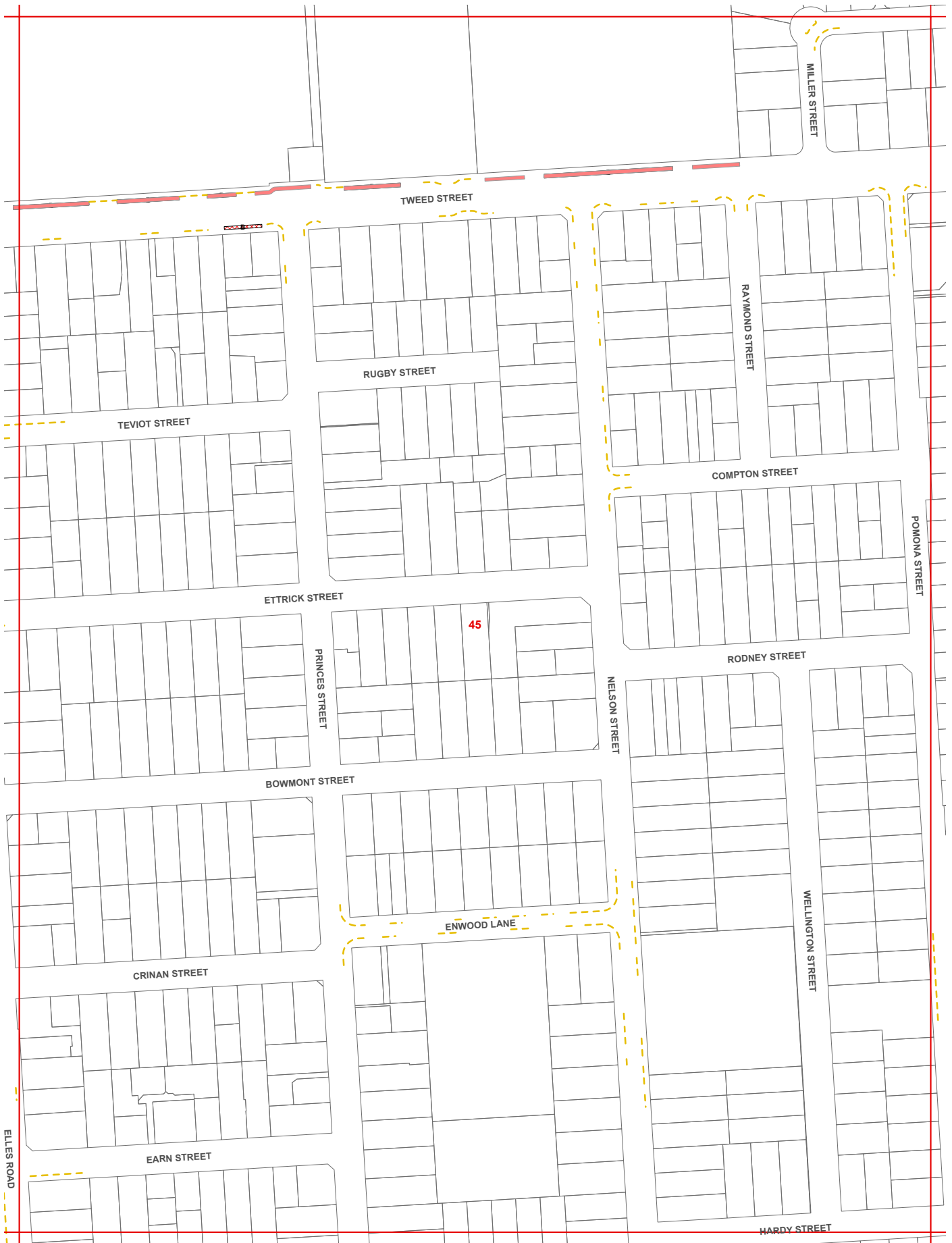
--- No Stopping

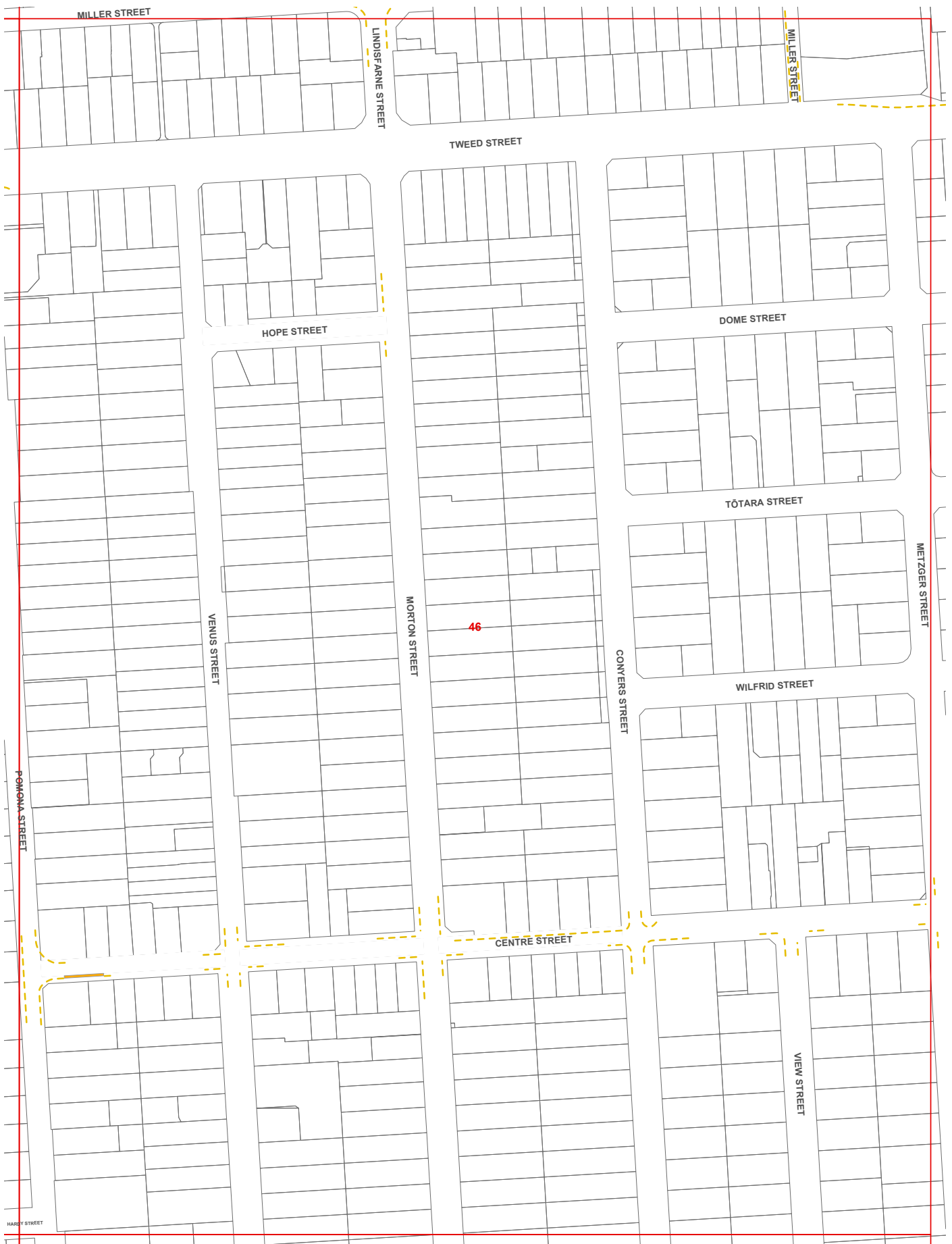
Time Restricted Parking Area

- P5
- P60

Authorised Vehicle Parking

- Disabled Parking
- Bus Stop





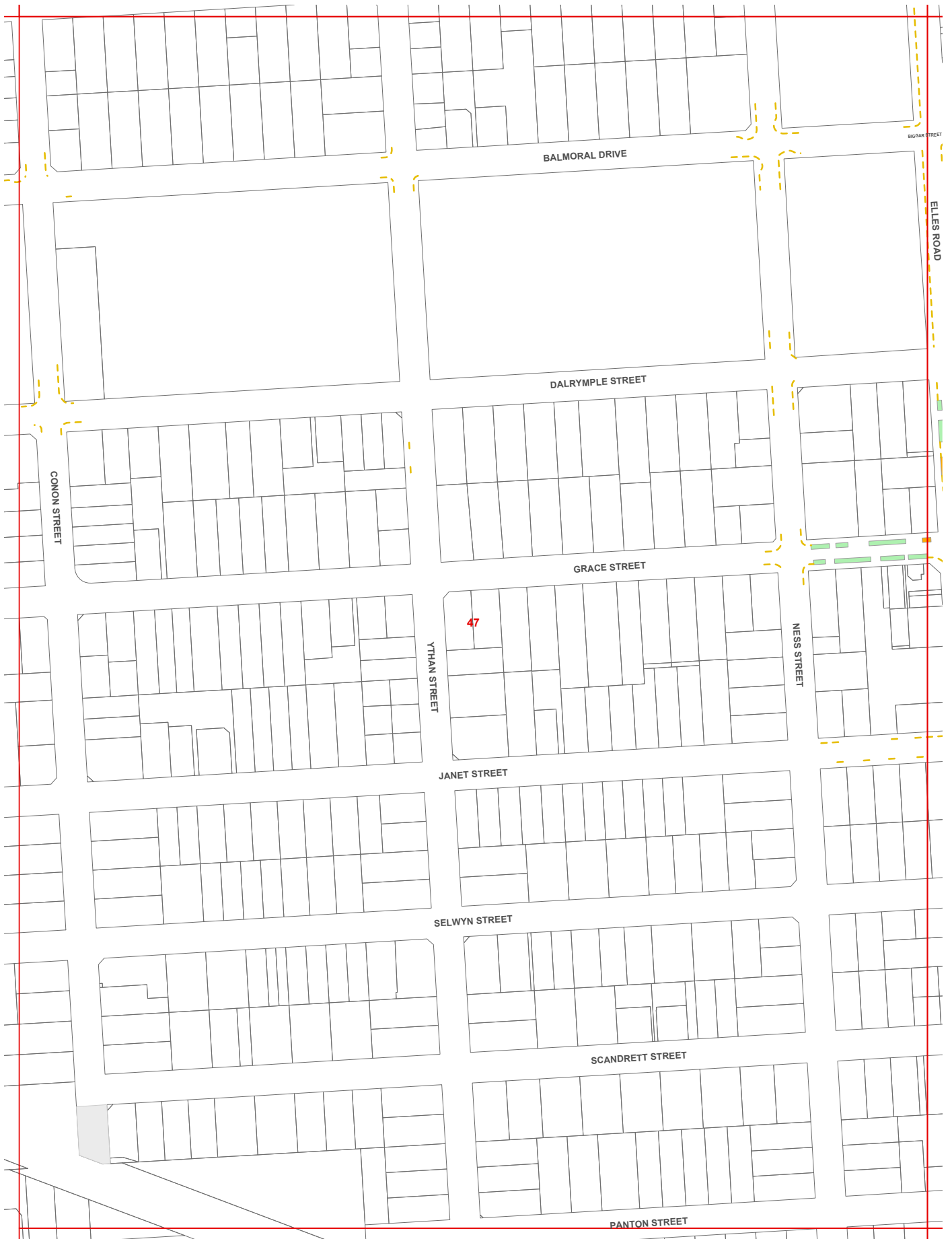
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping
Time Restricted Parking Area
P10





**Parking Control Bylaw
May 2024**

- No Stopping
- P15
- P30
- P10
- P12
- P60

- Authorised Vehicle Parking**
- Disabled Parking
 - + Bus Stop



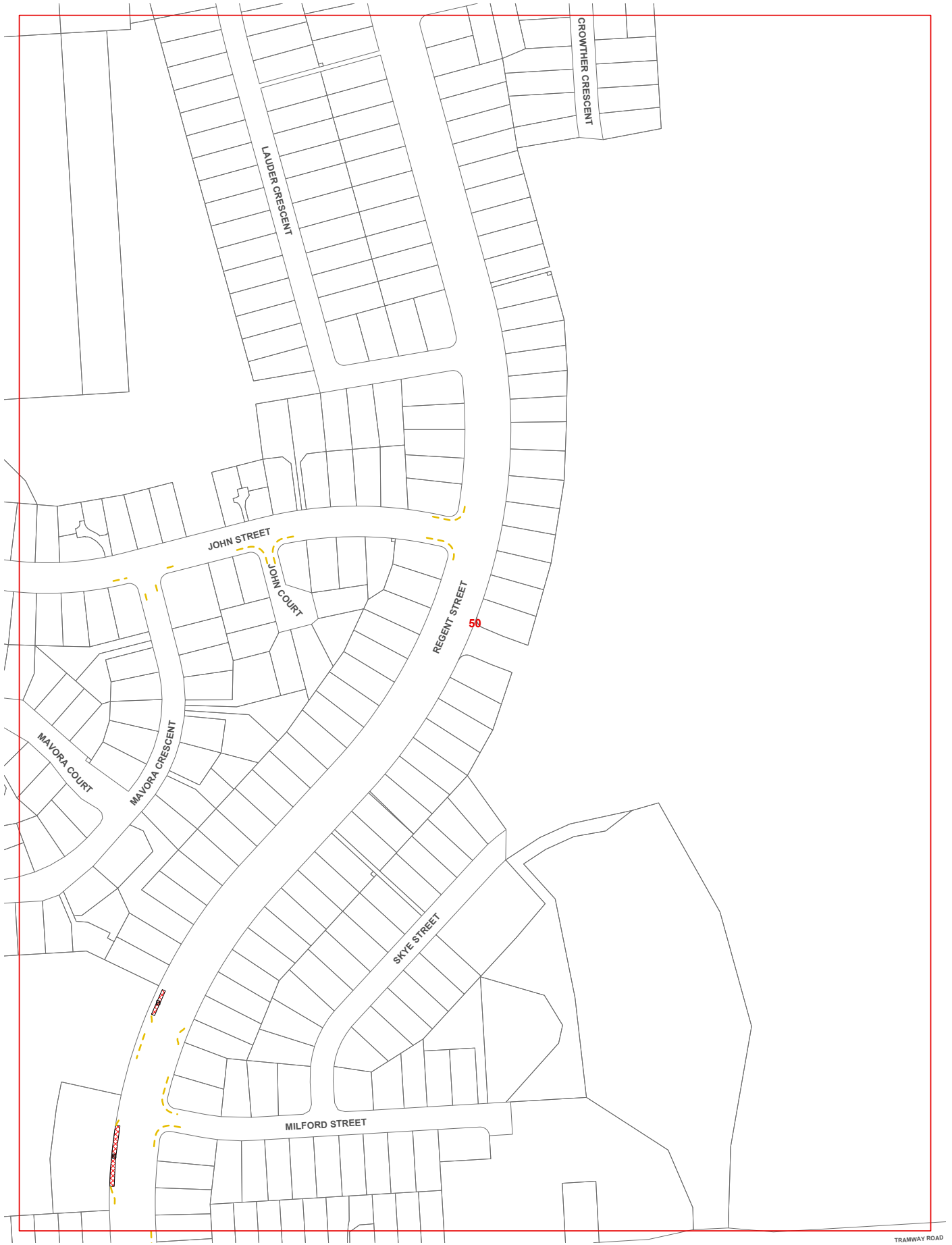
**Parking Control Bylaw
May 2024**

--- No Stopping
 Time Restricted Parking Area
 P60

Scale: 1:2,150 at A3
 Produced by ICC GIS - 1 May 2024



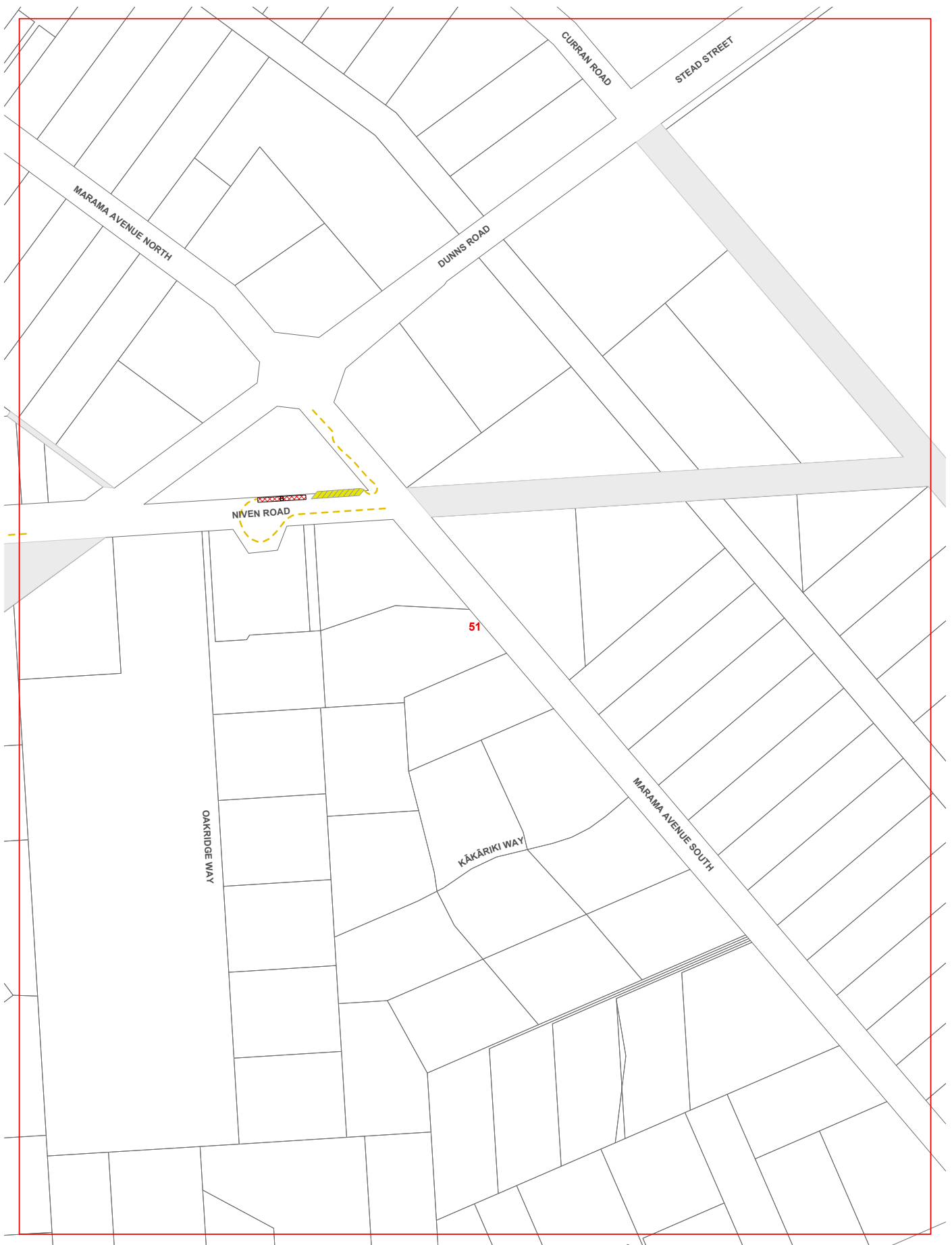
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TRAMWAY ROAD

**Parking Control Bylaw
May 2024**

- No Stopping
 - Bus Stop
- Authorised Vehicle Parking*



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping

Time Restricted Parking Area

■ P15

Authorized Vehicle Parking

■ Bus Stop



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping

Time Restricted Parking Area

■ P15

■ P180

■ P2

Authorized Vehicle Parking

■ Bus Stop

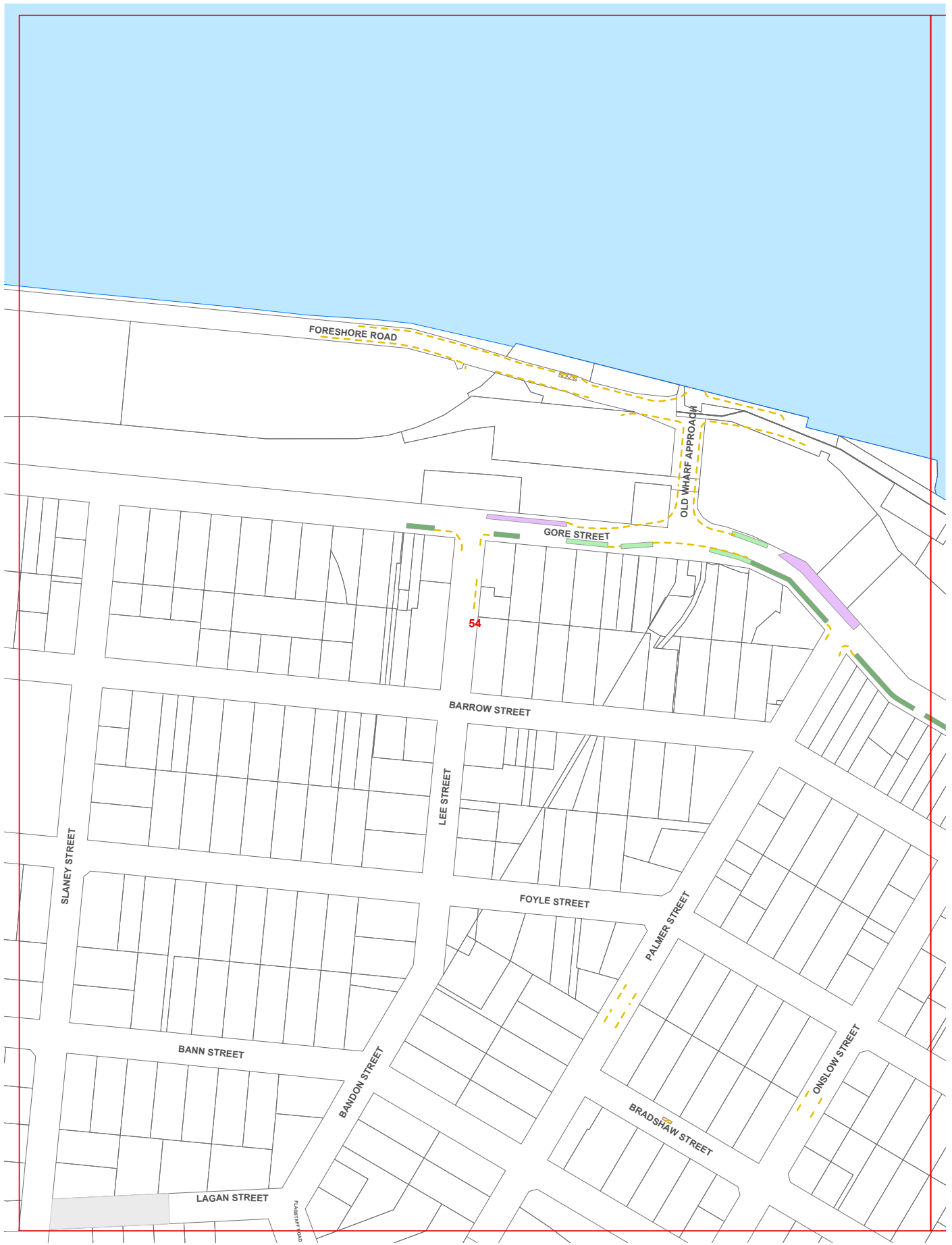


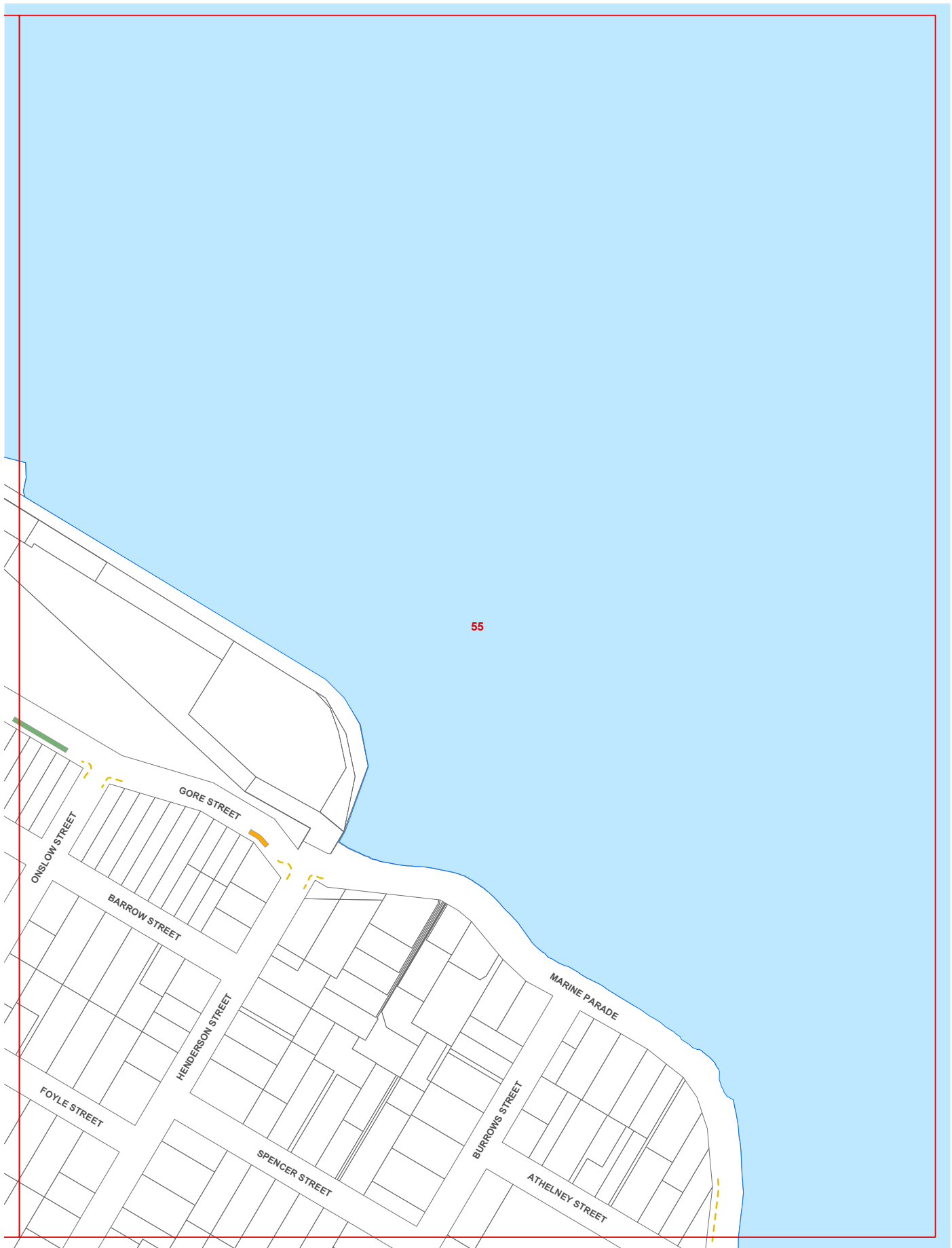
**Parking Control Bylaw
May 2024**

- No Stopping
- P15
- P180
- P5

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024







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**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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-  No Stopping
- Time Restricted Parking Area**
-  P10
-  P60

ACTIVITIES REPORT

To:	Infrastructure Committee
Meeting Date:	Tuesday 7 May 2024
From:	Infrastructure Services Managers
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date	Thursday 2 May 2024
Open Agenda:	Yes
Public Excluded Agenda:	No

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:

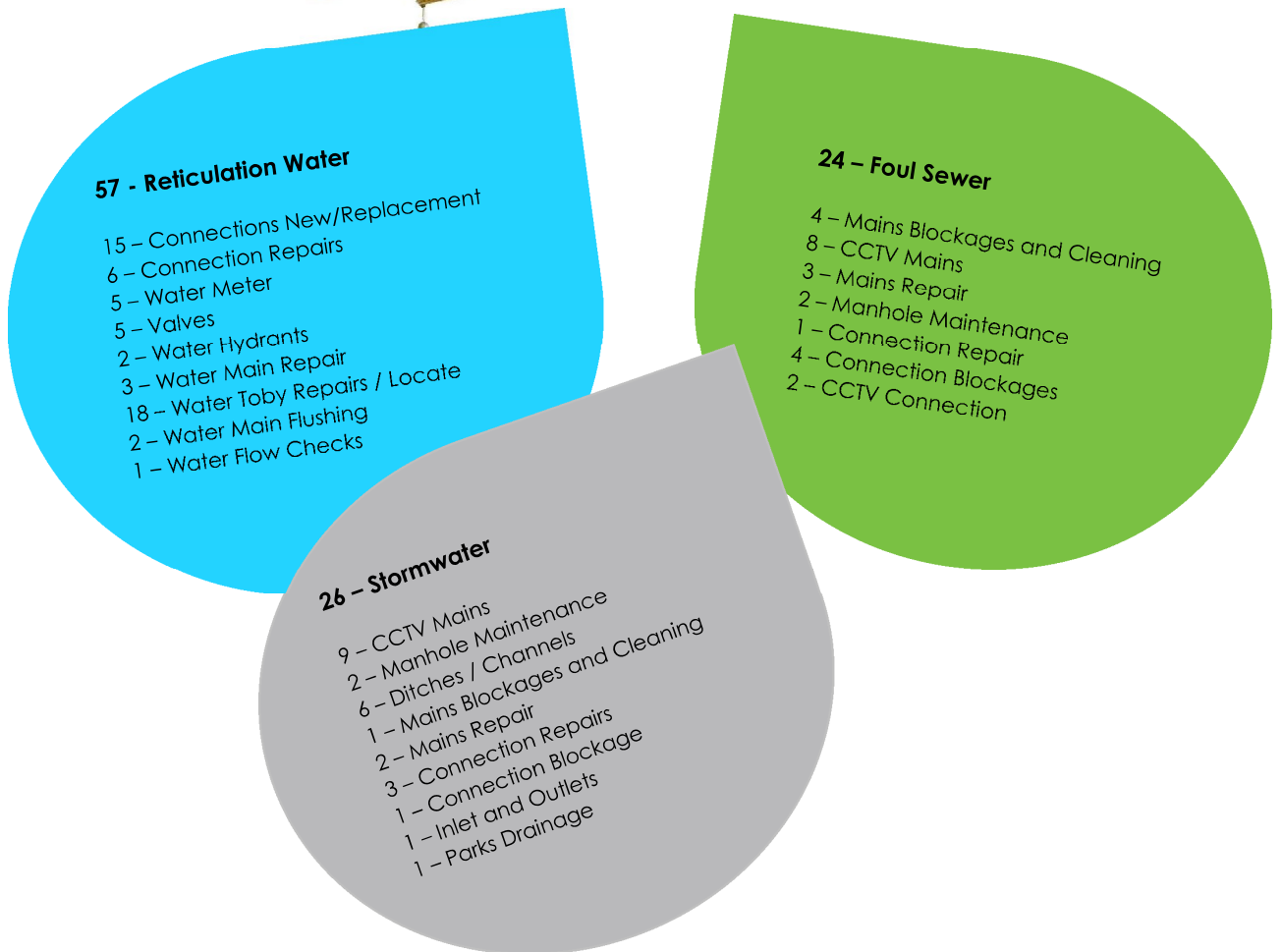
1. Receives the "Activities Report".

Three Waters Maintenance Contract Snapshot – March 2024

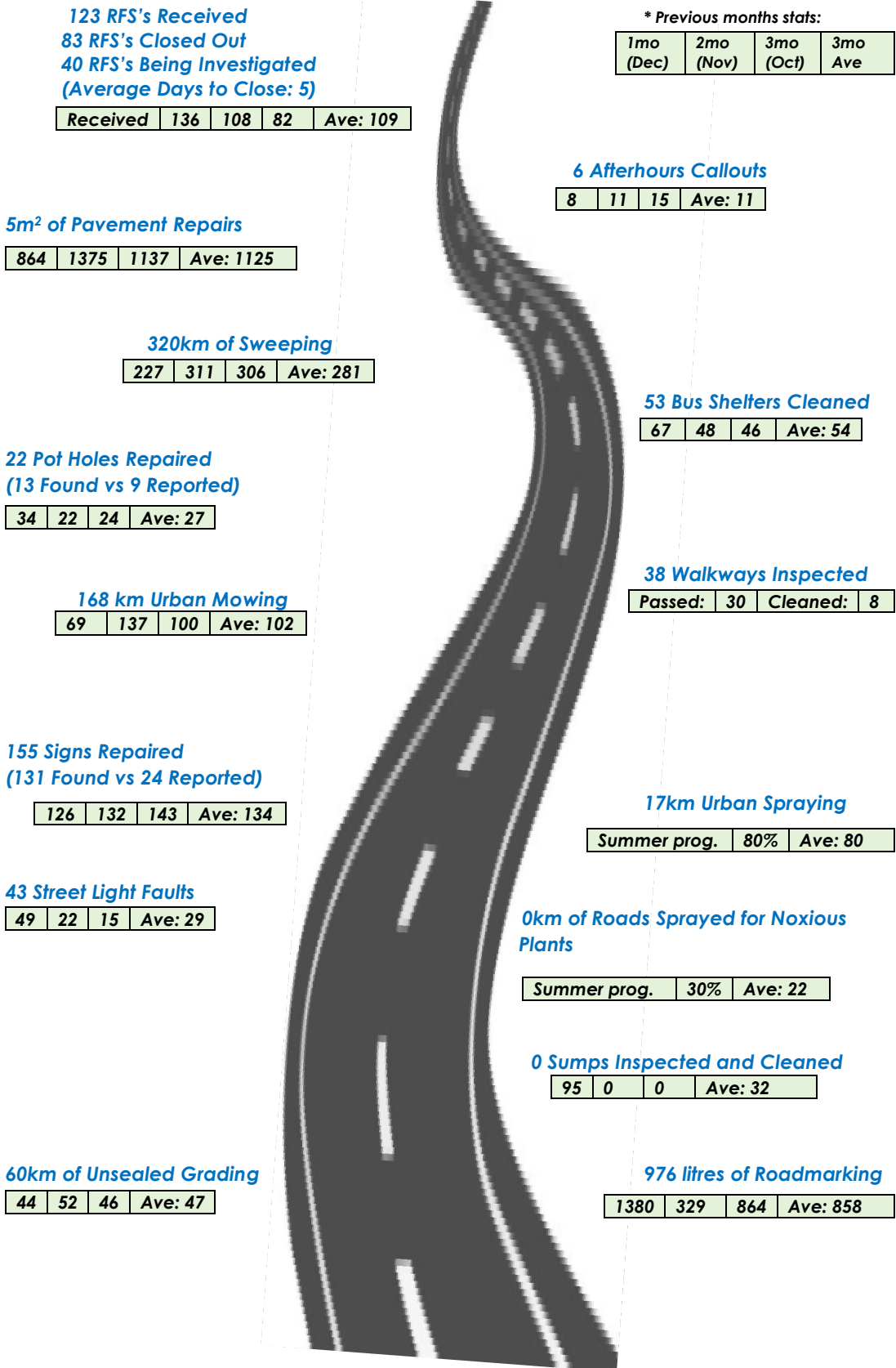
No major events to report this month.

107 Work orders issued

- 66 Routine work orders issued, 37 completed and 29 due for completion next month.
- 7 Planned work orders issued and all completed in the month of March.
- 19 Urgent work orders issued and all completed in the month of March.
- 15 Emergency work orders issued, with all completed in the month of March.



Road Corridor Maintenance Contract Snapshot – March 2024



Aged Care Housing Snapshot – March 2024

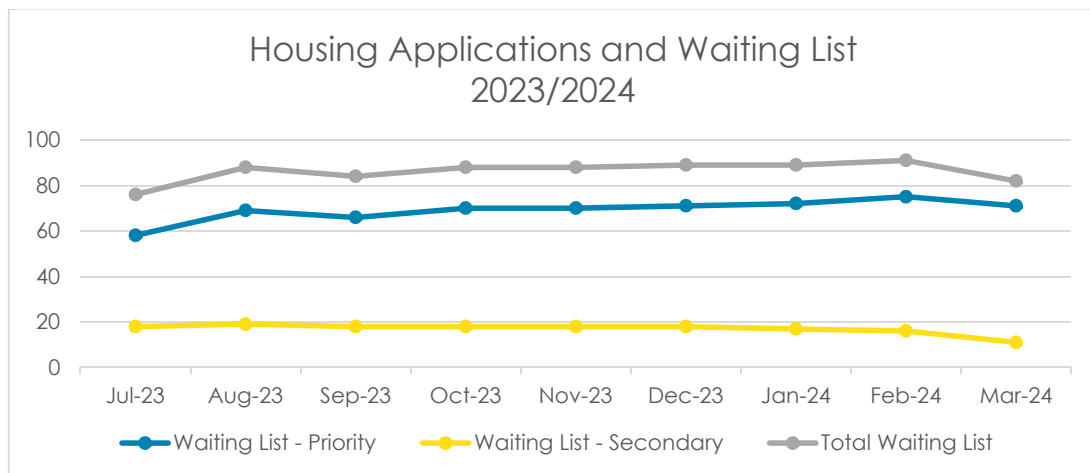
There were no significant events in the month of March.

Work Orders Issued

217 Work orders issued for the month of March.

General Housing Matters of Note During March 2024

- 3 Housing Applications Received
- 7 Housing Enquiries Received
- 1 Housing Tenancies Vacated
- 3 Housing New Tenancies
- 82 Current Housing Waiting List (Priority and Secondary Combined)
- 4 Partial Refurbishments Post Tenant Vacation



Housing Waiting List	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Waiting List - Priority	58	69	66	70	70	71	72	75	71
Waiting List - Secondary	18	19	18	18	18	18	17	16	11
Total Waiting List	76	88	84	88	88	89	89	91	82
Applications Received	4	13	0	4	3	2	4	4	3
Enquiries Received	11	15	3	4	5	5	6	5	7
New Tenancies	1	2	2	2	3	1	1	2	3
Tenancies Vacated	4	1	2	3	4	1	1	3	1

Explanation to Trend

The overall waiting list has seen a decrease due to applicants on the secondary list now being eligible for the main list along with some applications being withdrawn following a routine review and contact with the applicants.

Three Waters Pipe Renewals - Programme Control Group - Mar 2024 Schedule																												
Projects							Construction Schedule																	RAG Color	Comment			
Project Number	Project Name	Phase	Contractor	Project Manager	Metres of Pipe Programmed	Construction/Design Progress	Design		Procurement			Preparation			Construction			Updated Plan		Delay								
							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		
Storm Water																												
100297	Dee St SW Renewal (Walhopal-Herbert)	Close Out	Fulton Hogan	Ashwin Gogate	565	565																						
100478	Deveron St SW Renewal (Gala-Spey)	Close Out	Fulton Hogan	Ashwin Gogate	0	0																						
100802	Leet Street SW Renewal	Design		Ashwin Gogate	804	90%																						
100794	Deveron St SW Renewal (Don-Tay)	Design		Ivan Nikitin	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%																						
Foul Sewer																												
100492	Kennington Wastewater Rising Main Renewal	Close Out	Southroad	Salomon Aguilar	10	10																						
100798	Morell Nelson St Rising Main Renewal	Design		Ashwin Gogate	1034	80%																						
100792	Doon St FS Renewal	Close Out	Southroad	Salomon Aguilar	150	150																						
100803	Leet St FS Renewal	Design		Ashwin Gogate	359	90%																						
100782	Alrport Ave FS Renewal	Design		Daniel Elliott	825	80%																						
100853	Leven St FS Renewal	Design		Mike Abramov	568	80%																						
100793	Cargill St FS Renewal	Construction		Salomon Aguilar	308	46																						
100655	Kelvin St FS Renewal	Design		Charlie Song	95	70%																						
100845	Lower Esk St FS Renewal	Construction		Charlie Song	198	198																						
Water Renewals																												
100353	Bluff Reservoir Outlet WM Renewal Portion B	Construction	Downer	Salomon Aguilar	1015	546																						
100849	Clyde St WM Renewal	Design		Ashwin Gogate	471	30%																						
100855	Leven St WM Renewal	Design		Mike Abramov	389	80%																						
100854	Don St WM Renewal	Design		Ivan Nikitin	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																						
100759	Rothsay Ridermain Renewal	Close Out	Wilson Contractors	Daniel Elliott	110	110																						
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	100%																						

Three Waters Pipe Renewals - Programme Control Group - Mar 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
Storm Water		\$ 4,140,914	\$ 411,267	\$ 2,125,606	\$ 679,784	\$ 211,608	\$ 2,337,214	\$ 4,104,000	51.8%		
100297	Dee St SW Renewal (Waihopai-Herbert)	\$ 1,413,258	\$ 172,072	\$ 1,844,974	\$ 679,784	\$ 2,000	\$ 1,846,974		100.0%	●	
100478	Deveron St SW Renewal (Gala-Spey)	\$ 125,000	\$ 53,750	\$ 140,604		\$ -	\$ 140,604		100.0%	●	
100802	Leet Street SW Renewal	\$ 1,768,579	\$ 7,960	\$ 67,816		\$ 2,184	\$ 70,000				
100794	Deveron St SW Renewal (Don-Tay)	\$ 344,077	\$ 176,212	\$ 50,452		\$ 121,586	\$ 172,038			●	
100656	Kelvin St SW Renewal	\$ 390,000		\$ 7,598		\$ -	\$ 7,598				
100797	Dee St SW Renewal (Esk St)	\$ 100,000	\$ 1,273	\$ 14,162		\$ 85,838	\$ 100,000				
Foul Sewer		3,956,587	542,398	379,040	-	1,140,345	1,519,385	3,140,000	12.1%		
100492	Kennington Wastewater Rising Main Renewal	136,000	\$ 475,094	\$ 87,093		\$ -	87,093		100.0%	●	
100798	Morell.Nelson St Rising Main Renewal	1,137,417		\$ 810		\$ -	810				
100792	Doon St FS Renewa;	164,919	\$ 566	\$ 148,353		\$ 9,999	158,352		100.0%	●	
100803	Leet St FS Renewa;	394,950	\$ 8,464	\$ 25,066		\$ 4,934	30,000				
100782	Airport Ave FS Renewa;	762,363		\$ 4,050		\$ 340,935	344,985				
100853	Leven St FS Renewa;	625,081		\$ 16,170		\$ 192,190	208,360				
100793	Cargill St FS Renewa;	338,399	\$ 73	\$ 45,764		\$ 338,273	384,037			●	
100655	Kelvin St FS Renewal	104,500	\$ 2,147	\$ 12,791		\$ -	12,791				
100845	Lower Esk Street FS Renewal	292,957	\$ 56,054	\$ 38,943		\$ 254,014	292,957		13.3%	●	
Water Renewals		\$ 4,182,880	\$ 1,944,515	\$ 1,457,363	\$ 145,510	\$ 1,407,547	\$ 2,864,910	\$ 3,290,000	44.3%		
100353	Bluff Reservoir Outlet WM Renewal Portion B	\$ 1,342,120	\$ 1,798,097	\$ 995,480	\$ 145,510	\$ 424,520	\$ 1,420,000		74.2%	●	Ground water, ground condition, hitting rock led to extra work and cost
100849	Clyde St WM Renewal	\$ 612,481		\$ 4,875		\$ 199,285	\$ 204,160				
100758	Kildare Ridemain Renewal	\$ 221,080	\$ 52,371	\$ 197,883		\$ 685	\$ 198,568		100.0%	●	
100759	Rothsay Ridemain Renewal	\$ 118,157	\$ 79,007	\$ 126,739		\$ 1,000	\$ 127,739		100.0%	●	
100780	Kirkwood Lane Ridemain Renewal	\$ 145,278	\$ 5,351	\$ 80,741		\$ -	\$ 80,741		100.0%	●	
100855	Leven St WM Renewal	\$ 506,035		\$ 8,130		\$ 244,888	\$ 253,018				
100757	Russel and Gladstone Tce (Albert to Grey St) Water Renewal	\$ 464,030	\$ 1,323			\$ 338,687	\$ 338,687				
100854	Don St WM Renewal	\$ 271,700		\$ 6,450		\$ -	\$ 6,450				
100637	Bluff High Way Water Main Renewal (Elizabeth-Kew)	\$ 190,000		\$ 9,768		\$ 85,232	\$ 95,000				
100630	Bond/Spey St. Water Main Renewal	\$ 180,000		\$ 8,548		\$ -	\$ 8,548				
100844	Lower Esk St/Dee St Water Main Renewal (New Hotel)	\$ 132,000	\$ 8,366	\$ 18,749		\$ 113,251	\$ 132,000				
Total		\$ 12,280,381	\$ 2,898,180	\$ 3,962,009	\$ 825,294	\$ 2,759,500	\$ 6,721,509	\$ 10,534,000	37.6%		