



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Infrastructure and Projects Committee
to be held in the Council Chamber, First Floor,
Civic Theatre, 88 Tay Street, Invercargill on
Tuesday 4 March 2025 at 2.00 pm**

Cr G M Dermody (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 P W Kett
Cr D J Ludlow
Cr I R Pottfenger
Cr L F Soper
Cr B R Stewart
Rev E Cook - Māngai - Waihōpai
Mrs P Coote - Kaikaunihera Māori - Awarua

MICHAEL DAY
CHIEF EXECUTIVE

Infrastructure and Projects Committee - Public

04 March 2025 02:00 PM

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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.	
3. Public Forum	
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Minutes of the Waste Advisory Group (WasteNet) held in the Invercargill City Council Chambers, level 1, Civic Theatre, 88 Tay Street, Invercargill, on Monday 18 November 2024, at 10.00am.

Present

Gore District Council

Deputy Mayor Keith Hovell (Chairman)
Councillor Neville Phillips

Southland District Council

Mayor Rob Scott
Councillor Christine Menzies

Invercargill City Council

Councillor Ian Pottinger
Councillor Barry Stewart

In attendance

Ms Fiona Walker	WasteNet Director
Mr Chris Purchas	Tonkin & Taylor
Ms Sophien Brockbank	Tonkin & Taylor
Ms Erin Moogan	Group Manager Infrastructure, Invercargill City Council
Mr Jason Domigan	Group Manager Critical Services, Gore District Council
Ms Fran Mikulicic	Group Manager Infrastructure and Capital Projects, Southland District
Mr Matt Keil	Manager Infrastructure Operations, Invercargill City Council
Ms Michele Broad	Executive Support, Invercargill City Council

1. Apologies

None

Cr Hovell opened the meeting, outlined the need for discussion on timeframes for meetings in 2025, acknowledging possible changes in October 2025. Welcomed attendees, including Chris Purchas and Sophien Brookbank attending to present..

2. Declaration of Councillor conflict of interests

There were no conflicts of interest declared.

3. Confirmation of minutes

Moved Mayor Scott (SDC), seconded Cr Phillips (GDC), the motion:

That the Waste Advisory Group (WasteNet):
Confirms the minutes of the Waste Advisory Group Meeting held on Monday 2 September 2024.

The motion was put and declared CARRIED.

4. Tonkin and Taylor Presentation

Ms Brockbank began the presentation outlining the purpose of the presentation as a means of gaining feedback for the next steps in progressing the region's organics strategy on the basis of the information gained from the feasibility study.

Both Ms Brockbank and Mr Purchas spoke to slides throughout the presentation. Noted policy uncertainty and no mandates had been set. Similar studies undertaken for other local authorities and aware of processes in Australia. Some key issues and opportunities identified for Southland were outlined, and acknowledged the proactive interest from industry in the private sector, already some significant work being done in organic materials.

Key considerations outlined, suggested trials with different systems due to various requirements throughout community. It was noted the AB Lime plans for the installation of a power generator were not included and that this was reliant on organic material going to the landfill to generate gas, Mr Purchas noted this was in context of what they were doing on their site, spoke with AB Lime during stakeholder engagement phase of the project and confirmed that due to low diversion rates, a diversion plan was not going to change the viability of what AB Lime were proposing. Cr Pottinger queried green waste and sending to Green Island, outlined overseas practices in the United States of their sites having power stations; queried why WasteNet were not doing this. Mr Purchas not seeing as either/or whatever decision made as would still have ability to use AB Lime gas collection due to relatively low diversion rates at kerbside. Outlined green waste processes whether to decompose and capture gas or make into compost. Discussion on emissions for collection service, truck emissions for transporting green waste and using smaller bin to not replace home composting or those using green bin collection. Discussion on AB Lime gas capture and associated benefits.

Cr Hovell requested questions be in relation to the content of the presentation. It was noted the current Government had not decided on legislation, if it did not come in till 2027 would push out implementation dates further to what had previously been published in the draft waste strategy, and clarified the community size of 1,000 appeared to be ringfencing with the intention of emphasising the difference in community sizes and requirements.

Outlined types of organic collection and indicative prices and processing approaches, noted had not included emerging technologies, rather those shown were methods currently used in New Zealand.

Network of green waste locations, noted difference in use between rural and urban areas with approximately 30% dropped off to transfer stations being organic waste. Presentation and report based on 2018 solid waste assessment data with recommendation that further data analysis be undertaken following receipt of the most recent solid waste assessment data which was currently underway. Mr Purchas gave explanation Material flows graph, noted good levels of green waste diversion taking place approx. 40% across the councils need to look at how to deal with remainder and amounts to landfill and costs. Primary sector waste/by-products going to landfill was not shown, which had impact on quantity of gas at AB Lime.

Discussion on diverting green waste from the public to AB Lime. Noted repercussions if complete diversion from public green waste, Mr Purchas acknowledged there would be people not participating would be reductions but evaluation would not have a large effect on landfill gas collection. Levy implications discussion if organic material was being diverted, used for compost

or power, noted that only landfill volumes were currently levied at present.

Looked at sites across region and what waste was collected, noted stockpiles at Transfer Stations, and potential for use and additional processing for revenue streams in the region. Outlined current organic material use and processing, including TNZ composting.

Following outline of insights from key stakeholders Cr Pottinger noted green bin collection, grass clippings put in with food waste would be contamination. Mr Purchase noted education and enforcement required. Cr Pottinger noted inability to ensure quality or correct use and the green bin would be a rateable service whether there would be an opt out option. Ms Moogan noted there could be options for opt in/out however need to look if viable and if have ability to whether still able to include in red bin. Noted a number of only green waste collection in NZ and overseas also overseas.

Multi Criteria Analysis used for the feasibility study outlined, criteria weighted the same for the process. Reviewed organic material collection options considered followed by colour coded view of pros and cons no one method stood out, noted benefits and tradeoffs. Rankings discussed outline of approach and these could be different for each Council depending on community needs and wants. Noted that if weightings were changed, for example increased emphasis on cost implications, the outcomes shown in the report would change and likely to promote status quo scenario to the preferred option.

Concern raised with legislation, no logic given from central Government, not looking at what was happening around the world. Mr Purchas noted the levy in emission trading scheme likely to remain static or rise.

Processing and collection options reviewed. Discussion on cost of Green Island facility being included for as possible use, did not have figures for the build cost but noted economies of scale and capital costs for this facility that would need to be considered for Southland as some components required would be fixed and low quantities. On this basis, the recommendation had to be included to consider use of the Green Island facility so as to avoid capital costs. Managing the processing methods discussed, noting odour management. Looked at methods currently implemented in NZ and or across Australasia.

Noted report recommendations included for Food or Garden Organics (FOGO) collection in a small bin outlined. Within region in food or garden option Option 7 composting in vessel or Option 10 Green Island Organics Processing.

Outlined community driven response not wanting remove or replicate activities that communities are already doing, option to assist in enabling these activities.

Key decisions for the Councils: want to pursue an organic waste material separation and diversion, more active role or for private sector or utilising facilities already available; active role in assisting community based solution or introducing new or additional costs - noting whether alternative approaches needed for some rural communities.

Cr Hovell thanked presenters, and suggested looking at detail in the report for timing of decisions and what was to be done, where legislation issues sat in particular and double back for any questions.

Moved Cr Menzies (SDC), seconded Cr Stewart (ICC), the motion:

That the Waste Advisory Group:

1. Receives the "Tonkin and Taylor Presentation".

The motion was put and declared CARRIED.

5. **Organics Preliminary Business Case Recommendations for Deliberation**

Cr Hovell suggested taking the report as read and opened to the floor for feedback. Mayor Scott noted wide geographical base. Collection costly, and funding community based activities, giving ownership less likely to contaminate or option to collect bulk store green waste at transfer stations prior to transferring to another location. Kerbside collection would be an expensive option for Southland residents.

Cr Hovell noted not wanting to duplicate work so whether to act now or wait for direction from Government. It was noted without a mandate it would be a hard sell to the community given rates rises ratepayers paying more if no mandates given rate rises in coming years. Cr Pottinger recommended status quo; currently any of these options were going to increase costs for ratepayers, waiting for legislative direction, waiting for central government to be more educated in use of this resource. Would be going to see Penny Simmonds as Minister for the Environment. If neutral cost with AB Lime, not comfortable to move forward with anything, rather using legislation for pause.

The question was asked if it needed to wait for legislation? Continue with education and supporting of what was currently taking place so if mandated it may be easier. Recommendation to wait and continue with education.

Cr Stewart noted current issues with yellow bin contamination and concerns of additional costs for ratepayers better to wait.

Ms Moogan noted the value of the work undertaken without necessarily leading to kerbside collection. Acknowledged that a number of community groups and commercial groups working to divert green waste, queries to Council for guidance on what to do (e.g. schools and community groups). Note push globally to remove green waste from landfills and many struggling with capacity and odour. Following the change of Government there did not appear to be quick changes in this space, nothing in legislation and no push to act. Suggested to share report with community groups for guidance and support.

Cr Hovell acknowledged support for community groups; importance of education and consultation to the community and whether it should be considered with the Waste Minimisation Management Plan review due next year. Noted valuable initiatives in the community, and the role WasteNet had to assist with education and guidance to encourage these activities. This recommendation was widely supported by attendees.

Suggested not to proceed with any direct action but mindful of education, providing information and using the Waste Minimisation Plan and budgets to look at this supporting existing activities further. Discussion on WasteNet communications and where the WasteNet role ended - whether a partner to lifestyle changes. Noted that a Workshop be held on the governance role as part of the Joint Agreement Review process, with this as a later agenda item.

The value of the report was acknowledged, noting although not proceeding did not mean nothing would happen prior to legislation and it could be used to start conversations with groups, Cr Hovell noted an output from the process was the ability to have reports from the WasteNet Director to Councils.

Moved Mayor Scott (SDC), seconded Cr Stewart (ICC):

That the Waste Advisory Group:

1. Receives the report "Organics Preliminary Business Case Recommendations Deliberation", and

The motion was put and declared CARRIED.

Moved Cr Pottinger (ICC) seconded Cr Stewart (ICC).

That the Waste Advisory Group:

2. Confirm the next steps to be taken by WasteNet, being either:
 - (c) Defer further action relating to organics collection and processing business case development until government legislation on waste diversion targets and requirements is confirmed and/or the Regional Waste Management and Minimisation Plan is revised in 2025.

The motion was put and declared CARRIED.

Cr Hovell thanked Mr Purchas and Ms Brookbank for their presentation and queried as funding from MFE what commitment or follow up required for the Organics Feasibility Study. Ms Walker noted a report outlining the direction taken by WasteNet needs to be provided and the report from Tonkin & Taylor noting the use of this for education would be sent.

Mayor Scott requested feedback to MFE and the Government to note not all landfills were the same and to allow bespoke solutions in the regions in the future, Cr Hovell noted this was reinforced by the report. Covering letter to be sent with report and presentation. Suggested documents sent to MFE also sent to the Minister and express willingness to discuss further. Mr Purchas noted unique emissions factors across the country and that AB Lime were one of a few performing at this high level.

6. **WasteNet Strategic Plan Execution and Activity Update**

Ms Walker indicated on track for delivering the Strategic Plan. Cr Hovell noted timing of the Waste Minimisation Plan consultation being deferred for 2025, and the need for consultation and firm decisions to be made prior to October 2025 with upcoming elections. Meeting schedule for 2025 last agenda item.

Moved Mayor Scott (SDC), seconded Cr Phillips (GDC), the motion:

That the Waste Advisory Group:

1. Receives the report "WasteNet Strategic Plan Execution and Activity Update".

The motion was put and declared CARRIED.

7. **WasteNet Key Performance Indicators Update**

Cr Hovell noted reporting back on trends, no queries, taken as read.

Moved Cr Phillips (GDC), seconded Cr Menzies (SDC), the motion:

That the Waste Advisory Group:

1. Receives the report "Wastenet Key Performance Indicators Update".
2. Notes the materials discarded, waste to landfill and diversion data and trends.

The motion was put and declared CARRIED.

8. **WasteNet Education and Communication Activity Update**

Cr Hovell noted this was a regular report to update the group and requested any queries. Cr Menzies queried education strategy, whether focus should be given to rubbish on roadsides, noting the amount picked up around Dipton and Winton last month. Education taking place in childcare and schools queried education provision to be provided for secondary schools and the public. Information on the type of rubbish collected by the community groups had been requested and would be forwarded to staff when received.

Bin inspections starting in the new year, query whether there was any feedback form Recycle South to indicate any improvement currently on the quality of product being received. Ms Walker

noted there had been a modest improvement in contamination and levels remaining stable with no definite improvements to drive numbers down.

Fridge magnets previously discussed for households to widen scope include businesses, given businesses also contributed to landfill volumes and activities.

Moved Cr Pottinger (ICC), seconded Cr Menzies (SDC), the motion:

That the Waste Advisory Group:

1. Receives the report "WasteNet Education and Communication Activity Update".

The motion was put and declared CARRIED.

9. Wastenet Community Minimisation Fund Recipients F25

Ms Walker outlined the number of applications received, which included a diverse group of activities and geography, however despite number of applications unable to allocate all funding and therefore recommended to run again in the new year.

The process and make up of the panel was queried and Ms Walker clarified this included a member of staff from each Council along with the Chair. Mayor Scott questioned bringing applications to WAG prior to assessment, and value of views around the table. Cr Hovell acknowledged there was a thorough process, outlined number of criteria for each panel member to rank the applications and debate held. Noted length of process with larger group but could be merit in knowing information of applications or overview.

Moved Cr Stewart (ICC), seconded Cr Menzies (SDC), the motion:

That the Waste Advisory Group:

1. Receives and endorse the report "WasteNet Community Waste Minimisation Fund Recipients FY2024/25", and
2. Endorse the WasteNet Community Waste Minimisation Fund being opened for applications for a second time in the latter part of FY2024/25.

The motion was put and declared CARRIED.

Cr Menzies queried reviewing criteria in relation to applications received to ensure suitable applications received. It was noted further publicity and a budget item for this next year to raise interest. Ms Walker confirmed funds available currently \$18,000.

10. Event Funding and Sponsorship Review

Ms Walker noted this was a follow up paper from the previous meeting regarding discussion on events and activities where WasteNet could take a more active role in funding events where there was a waste focus. The paper summarised an adhoc approach was currently being taken, noted there was opportunity for a more structured approach and a need to raise awareness of funding available.

Discussion took place with Cr Phillips proposing the motion of 2a and 2b. Discussion on affordability and criteria, Ms Walker summarised the current budgeted categories and funds available, noting those were not fully used and a lack of awareness in the community that funds were available. Cr Menzies noted AB Lime supported the recent clean up around Dipton. Discussion on the amount of takeaway packaging causing roadside/street waste whether there was a plan to speak to venues, noted could be picked up in education or could be part of a bylaw. Lack of NZTA funding queried as issue due to less frequent roadside cleanups. Amount of funding for community clean up and community events remaining in budget clarified by Ms Walker. Mayor Scott noted that due to currently budgeted values being unable to be awarded, he did not support further increases of the budget at this stage

Moved Cr Phillips (GDC), seconded Cr Pottinger (ICC), the motion:

That the Waste Advisory Group:

1. Receives and endorse the report "Event Funding and Sponsorship Review", and
2. Confirm the next steps to be taken by WasteNet, being to:
 - (b) Develop and implement application criteria and assessment processes for existing events and sponsorship funding in the 2024/25 budget, with increased emphasis on advertising of the funds available; or

The motion was put and declared CARRIED.

Cr Menzies left the meeting at 11.45am.

11. WasteNet Southland Joint Waste Management Agreement Review Outcomes – Stakeholder Engagement Phase

The purpose of the report and prefacing paper was to summarise the stakeholder engagement process completed over past couple of months. Individual stakeholders and facilitated sessions with Councils held. It was noted the individual sessions had clear themes, but the facilitated sessions did not provide a clear and consistent view on how to move forward with the review. Acknowledgement was given of the thorough process undertaken.

Moved Cr Stewart (ICC), seconded Mayor Scott (SDC), the motion:

That the Waste Advisory Group:

1. Receives the report 'WasteNet Southland Joint Waste Management Agreement Review Outcomes – Stakeholder Engagement Phase'.
2. Endorse the next step to be taken in the WasteNet Southland Joint Waste Management Agreement review process, being a formalised Local Government Act Section 17A review and/or detailed business case, with outcomes of this to be presented back to each individual Council for further deliberation.
3. Endorse the recommendation that the WasteNet Director commence with regular and formalised reporting directly into each individual full Council.

The motion was put and declared CARRIED.

Query on timing for report, Ms Walker noted Section 17A review required for business case for procurement at start of next year would dovetail into that.

Discussion on whether WasteNet should be making recommendations to Councils, ranking options or take to Councils first for feedback before choosing pathways. Mayor Scott indicated taking to Council for rankings. Uniqueness of the WasteNet collaboration acknowledged and suggestion model could be used in other areas.

Workshop for strategic objectives noted this would be in parallel of 17A review, first quarter of next year. Review highlighted disparity of what people saw as key service deliverables in WasteNet with a need to be looked at sooner rather than later. Cr Hovell noted comment on reserves use, upper and lower band suggestion being beneficial.

12. Waste Advisory Group 2025 Meeting Frequency

Meetings bi-monthly in 2025. Cr Hovell noted the significance of the review into the WasteNet Joint Agreement/structure review, the Waste Minimisation Plan and 17A assessment, and the need for these to be dealt with and outcomes in place prior to the 2025 elections to ensure outcomes were progressed and disruptions minimised.

Ms Walker noted last page with schedule of reports, noting scheduled reports and that workshops

would be held amongst those as required, particularly regarding WMMP.

Cr Pottinger queried WMMP and product stewardship, with recommendation that feedback was provided to central Government regarding packaging. Ms Walker noted template letter circulated last week requesting signatures to go back to MFE to get underway, however there had not been any formal movements in relation to product stewardship in recent times.

Moved Cr Pottinger (ICC), seconded Cr Stewart (ICC), the motion:

That the Waste Advisory Group:

1. Receives the report 'Waste Advisory Group 2025 Meeting Frequency', and
2. Confirm any adjustments to be made to the proposed meeting frequency and scheduled agenda items for the 2025 calendar year.

The motion was put and declared CARRIED.

There being no further business the meeting concluded at 12.00pm.

MINUTES OF THE INFRASTRUCTURE AND PROJECTS COMMITTEE, HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC THEATRE, 88 TAY STREET, INVERCARGILL ON TUESDAY 4 FEBRUARY 2025 AT 2.00 PM

Present: Cr G M Dermody (Chair)
Cr A J Arnold
Cr R I D Bond
Cr S J Broad
Cr I R Pottinger
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
Mrs T Hurst – Group Manager – Community Engagement and Corporate Services
Mr R Capil – Group Manager – Community Spaces and Places
Mr J Shaw – Group Manager - Consenting and Environment
Mr R Keen – Manager – 3 Waters Operations
Mr A Cocker – 3 Waters Technical Advisor
Ms H Guise – Property Portfolio Manager
Mr D Rodgers – Manager Strategic Assets
Ms K Braithwaite – Acting Team Leader Communications
Ms L Knight - Strategic Communications
Ms L Cook – Executive Support

1. Apologies

Cr P W Kett and Cr T Campbell.
Mayor W S Clark, Cr D J Ludlow and Cr A H Crackett - on Council business.

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

2. Declaration of Interest

Cr Broad noted that Active Southland had a request on the agenda for a road closure and he was employed by Active Southland.

3. Public Forum

Nil.

4. Minutes of the Infrastructure and Projects Committee Meeting held on Tuesday 3 December 2024

A5657041

Moved Cr Soper, seconded Rev Cook (Proforma) and **RESOLVED** that the Minutes of the Infrastructure and Projects Committee meeting held on Tuesday 3 December 2024 be confirmed.

5. Minutes of the Public Excluded Session of the Infrastructure and Projects Committee Meeting held on Tuesday 3 December 2024

A5656994

Moved Cr Soper, seconded Rev Cook and **RESOLVED** that the Minutes of the Public Excluded Session of the Infrastructure and Projects Committee meeting held on Tuesday 3 December 2024 be confirmed.

6. Minutes of the Extraordinary Infrastructure and Projects Committee Meeting held on Tuesday 21 January 2025

A5734406

Moved Cr Soper, seconded Cr Stewart and **RESOLVED** that the Minutes of the Extraordinary Infrastructure and Projects Committee meeting held on Tuesday 21 January 2025 be confirmed.

7. Temporary Road Closures – Great South – Waitangi Esk Fest – 6 February 2025

A5673145

Mr Doug Rodgers spoke to the report.

There was a query raised around the assumption of approval when this was coming to the Committee so late. Officers confirmed it was received late November. It was too late for the December meeting agenda. A decision was made for this to not go to the Extraordinary meeting on 21 January 2025 so the focus remained on 3 Waters. It was suggested organisers apply for this sooner given the timing around meetings is tight.

It was noted that staff had put in applications in other instances when organisers did not formally apply for the road closure.

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

1. Receives the report titled "Temporary Road Closures – Great South – Waitangi Esk Fest – 6 February 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.

3. Approves the temporary road closure for Esk Street, from Dee Street to Kelvin Street, on Thursday, 6 February 2025 from 5.00am to 8.00pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

8. Temporary Road Closures – Wensley's Cycles Surf to City 2025

A5683411

Mr Doug Rodgers spoke to the report.

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

1. Receives the report "Temporary Road Closures – Wensley's Cycles Surf to City 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closures for Dunns Road (Oreti Beach to Curran Road), Stead Street (Curran Road to Bond Street) and Victoria Avenue (Dee Street to Queens Park) on Sunday, 2 March 2025 from 9.00am, until 12.30pm with progressive reopening of roads behind the last participants, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

9. Temporary Road Closure – Royal New Zealand Pipe Band Association National Championships

A5732664

Mr Doug Rodgers spoke to the report and noted that there was contingency if road works were being undertaken.

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

1. Receives the report "Temporary Road Closure – Royal New Zealand Pipe Band Association National Championships".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for sections of Gala Street, Victoria Avenue, Leet Street, Kelvin Street, Deveron Street and Doon Street between the hours of 5.00am and 5.00pm.

10. Temporary Road Closures – Great South – Esk Street Food Market – 28 March 2025

A5735167

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

1. Receives the report "Temporary Road Closures – Great South – Esk Street Food Market – 28 March 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street, from Dee Street to Kelvin Street, on Friday, 28 March 2025 from 2.00pm to 10.00pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

11. Draft Permitted Liquid Tankered Waste Streams Policy

A5603900

Mr Russell Keen spoke to the report and noted that the policy related to the trade waste bylaw. There had been engagement with contractors, there was also a belief it did not need to go to public consultation.

The policy covered permitted activity of access to treatment plants, conditions of what was permitted and what was not, and set out health and safety requirements. If there was non-compliance, Council would invoice for any losses.

It was noted the importance of the quality control on waste.

A query was raised around consultation with 11 contractors, and public consultation would not occur until 2027. It was noted these were the 11 providers who already disposed at the wastewater treatment plant.

A query was raised around inadvertently putting waste down drains. This would be something Council invoiced for. Staff advise contractors how and what they can and cannot dispose of.

A concern was raised on it being a high trust model, a proposal was made for every load to be tested upon disposal. The chair suggested this could be looked at as part of the upcoming treatment plant consent process.

A query was raised around Iwi and Environment Southland being consulted with, it was confirmed they had not been. There were people who had a vested interest other than contractors. It was noted around balance of regulation not over regulating and having a negative effect of discharging into manholes. It would not be as simple as dip sticking each vehicle that came in, there would be a cost associated with doing this.

A query was raised within the policy that there was a lot that may not be able to get put into the wastewater, and where that ended up going, and how was it managed.

Officers confirmed some of the high toxics went to Dunedin or were managed through Hazard NZ.

A query was raised around a breach and how it was identified, an identified breach would then put all 11 contractors under suspicion.

A query was raised around looking what other councils do.

A query was raised around CCTV it was confirmed there was CCTV in place currently.

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

1. Receives the report "Draft Permitted Liquid Tankered Waste Streams Policy".
2. Notes that early engagement with affected parties has been completed and as such consultation is not recommended.

Recommend to Council:

3. That it adopts the Permitted Liquid Tankered Waste Stream Policy (A5608855)

12. Three Waters Pipeline Renewals Update Report

A5733313

Ms Erin Moogan spoke to the report.

It was noted there had been a significant amount of work undertaken, whilst it had been disruptive, the community had been supportive. The second tranche was ready to go out to market and pricing was currently coming in competitively.

It was noted the community see that it is being done in a sequence to eliminate further disruptions.

A query was raised around the durability of a pipe, it was noted that there was a standard the pipes had to adhere to. Ms Moogan advised a presentation could be given to the committee around pipeline types and lifespan.

A query was raised around contamination soil in Spey Street, and was this being investigated. Ms E Moogan advised that she would email information the Committee members.

It was noted contractors had been proactive in opening up job sites as soon as possible.

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

1. Receives the report "Three Waters Pipeline Renewals Update Report".
2. Receives the "ICC ES Programme Dashboard" attached.

3. Notes the current status of the projects.

13. Land Disposal – 794 Queens Drive, Invercargill

A5732682

Ms Heather Guise spoke to the report.

A query was raised around the value of the property, it was noted this information was not available.

It was noted that neighbour and buyer interest was minimal.

It was noted that at 320sqm a buyer could put an offer in for the land for dispensation to build on it, access to the land was no different to any other neighbouring property. This was resource consent and planning logistics.

A query was raised around a minimal offer, it was confirmed that the offers would come back to the Infrastructure and Projects Committee to be approved or declined.

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

1. Receives the report "Land Disposal – 794 Queens Drive, Invercargill".
2. Approves the method of disposal as seeking offer(s) from the adjoining property owners on the basis of size of the land, access issues to the site and the adjoining property owners are currently maintaining the land.

There being no further business, the meeting finished at 2.46 pm.

TEMPORARY ROAD CLOSURES – ANZAC DAY 2025

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Doug Rodgers - Manager Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 27 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for temporary road closures for the ANZAC Day service on Friday, 25 April 2025.

This event has been held successfully in the past, is important to the Invercargill community, and with well organised traffic management will not unreasonably impede traffic in these areas.

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 and Projects Committee:

1. Receives the report titled "Temporary Road Closures – ANZAC DAY 2025".
2. Resolves that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closures for Gala Street and Victoria Avenue on Friday, 25 April 2025 as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

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.

Council has received a request for a temporary road closure of a number of streets (Gala Street and Victoria Avenue) for the community event for ANZAC Day 2025. This event will have minimal impact on traffic movement.

Good traffic management will be provided and with the planned time of day and city grid roading network there are many options and alternative routes available.

The events have shown through past activity not to unreasonably impede traffic's Invercargill.

A request to support this closure has been made to the NZ Police and Waka Kotahi and we are not expecting any objections to this event. The event will impact traffic on State Highway 6 – Dee Street.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. Business access is not required as it is a public holiday and no other significant issues are foreseen. The closing of the street is necessary to ensure appropriate safety of participants in this community 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 streets planned to be closed are seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is an important public event which receives much public support. The event has been undertaken many times without incident.

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.

Climate Change

This report does not have a direct Climate Change impact.

Risk

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.

Next Steps

If the 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

None.

PROPOSED RIGHT OF WAY NAMES – 60 ŌTATARA ROAD

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Christine North – Property Database Officer
Approved:	Patricia Christie - Group Manager - Finance and Assurance
Approved Date:	Wednesday 26 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

The purpose of this paper is to name the Right of Ways (ROW) proposed in relation to the subdivision 60 Ōtatara Road - Lot 4 DP 398984, Sec 31 Block XXI Invercargill Hundred SO 9126, subject to ROW - RMA/2020/82 and A Subdivision, in order to facilitate 31 new records of title at site in the Ōtatara Zone.

Three names were submitted by the applicant.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report titled "Proposed Right of Way Name – 60 Ōtatara Road".
2. Approve the proposed Right of Way be named – Halligan Way and Bushaven Way.

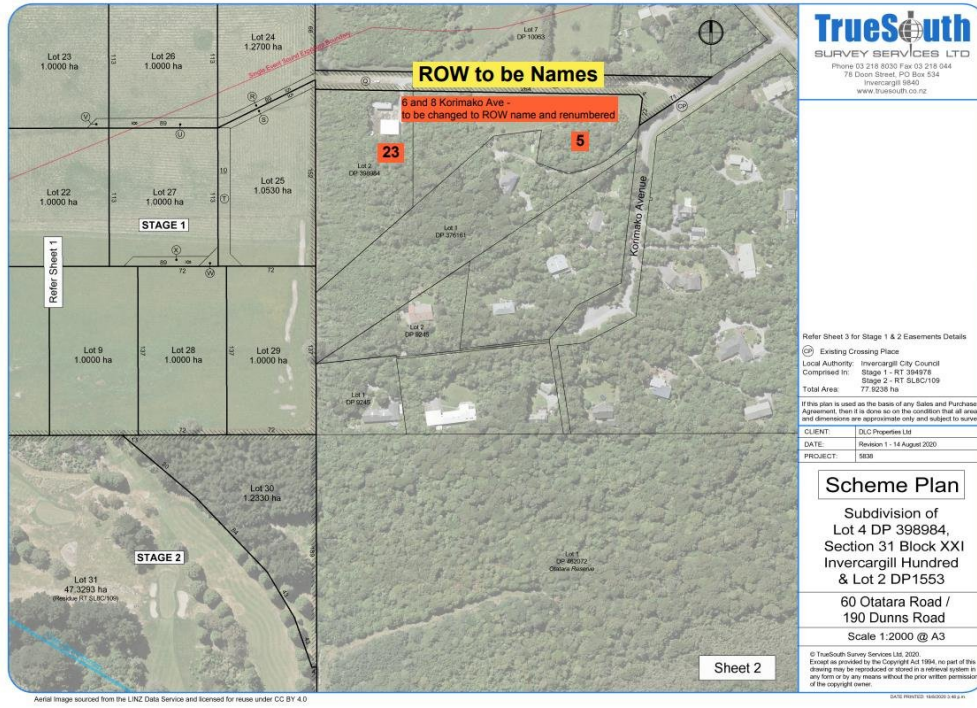
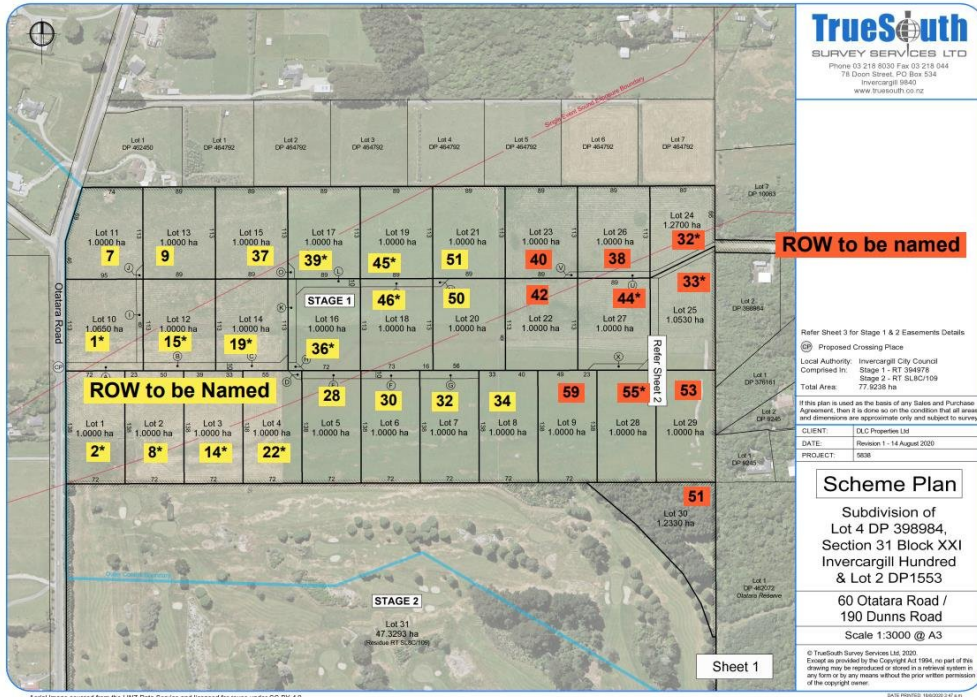
Background

Two Right of Ways (ROWs) will be created in relation to the subdivision of 60 Ōtatara Road Lot 4 DP 398984, Sec 31 Block XXI Invercargill Hundred SO 9126, subject to ROW - RMA/2020/82 and a Subdivision in order to facilitate 31 new records of title at site in the Ōtatara Zone.

Applicant: Truesouth Survey Services Limited

Owner: DLC Properties Limited

Scheme Plan:



Location Plan:



Issues and Options

Analysis

The applicant submitted the following names in order of preference:

Right of Way off Otatara Road

- **Halligan Way**

Graham Halligan is known for being a very successful golfer at the Invercargill Golf Club. He passed away in April 2023. When I was discussing this name as a possibility with a past Chairman of the Invercargill Golf Club, he later phoned me and noted that Graham's wife has recently passed away also.

- **Greenside Way**

This name reflects the subdivision's close proximity to the golf course. The "Green" is a central feature of any golf course, symbolising precision, balance, and natural beauty, which aligns well with the serene and open layout of the subdivision.

- **Greenview Way**

This name highlights the scenic views of the golf course greens that the subdivision offers. It evokes images of calm, verdant surroundings and reinforces the connection to golf and the natural beauty of the area.

Right of Way off Korimako Avenue

- **Bushaven Way**

The road leading to the start of this subdivision is known for its bush reserves and sanctuaries. "Bushaven" captures the peaceful, sheltered feeling of the area and its close ties to nature.

- **Bushview Way**

"Bush Horizons" reflects Ōtatara's unique landscape where lush native bushland meets open, scenic views, symbolising tranquillity, and a connection to nature.

- **Greenside Way**

This name reflects the subdivision's close proximity to the golf course. The "Green" is a central feature of any golf course, symbolising precision, balance, and natural beauty, which aligns well with the serene and open layout of the subdivision.

Significance

Not applicable.

Community Views

Not applicable.

Implications and Risks

Strategic Consistency

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 a minimum of inconvenience. In issuing rural and urban road names and numbers, Council is guided by the Australian and 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.

New road names shall not be the same as or similar to, existing road names within the city.

Halligan	- there is a road called Hall Road.
Bush	- there is a road called Kennington Roslyn Bush Road.
Green	- there is a road called Green Point Road.

The names supplied are not considered to be similar to other roads in Invercargill.

The Naming Policy states that a road cannot be named after a recently deceased person.

Comparing with the Standard for New Zealand place Names NZGBS600002 1.1 (d) The surname or traditional ancestral Māori name of a person who has been deceased for at least two years, was a notable leader, of good character, and/or contributed to, or had a strong association with the feature, place or area.

Graham Halligan passed away on 18 April 2023. It will be two years on 18 April this year. By the time the proposed road is constructed and survey plans deposited and titles issued it will be over two years since Graham passed away. The developer will be advised that they cannot use the name until after 18 April 2025.

The developer contacted Graham's Halligan daughter Kay. She advised that "the family would be extremely proud to have this lasting recognition of the link between our family, particularly Dad and the Invercargill Golf Course".

Financial Implications

Not applicable.

Legal Implications

On deposit of the subdivision survey plan the proposed Right of ways will be created.

Climate Change

Not applicable.

Risk

Not applicable.

Next Steps

Once the names are approved notification of the new name for the proposed right of ways 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

Nil.

PROPOSED ROAD NAMES – 28 BAINFIELD ROAD

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Christine North – Property Database Officer
Approved:	Patricia Christie - Group Manager - Finance and Assurance
Approved Date:	27 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

The purpose of this paper is to name the road proposed in relation to the subdivision of 28 Bainfield Road - Lot 1 DP 13992– RTSL11B/274 - RMA/2024/122, for a 22 lot subdivision in a residential 1 zone.

Three names were submitted by the applicant.

Recommendations

That the Infrastructure and Projects Committee:

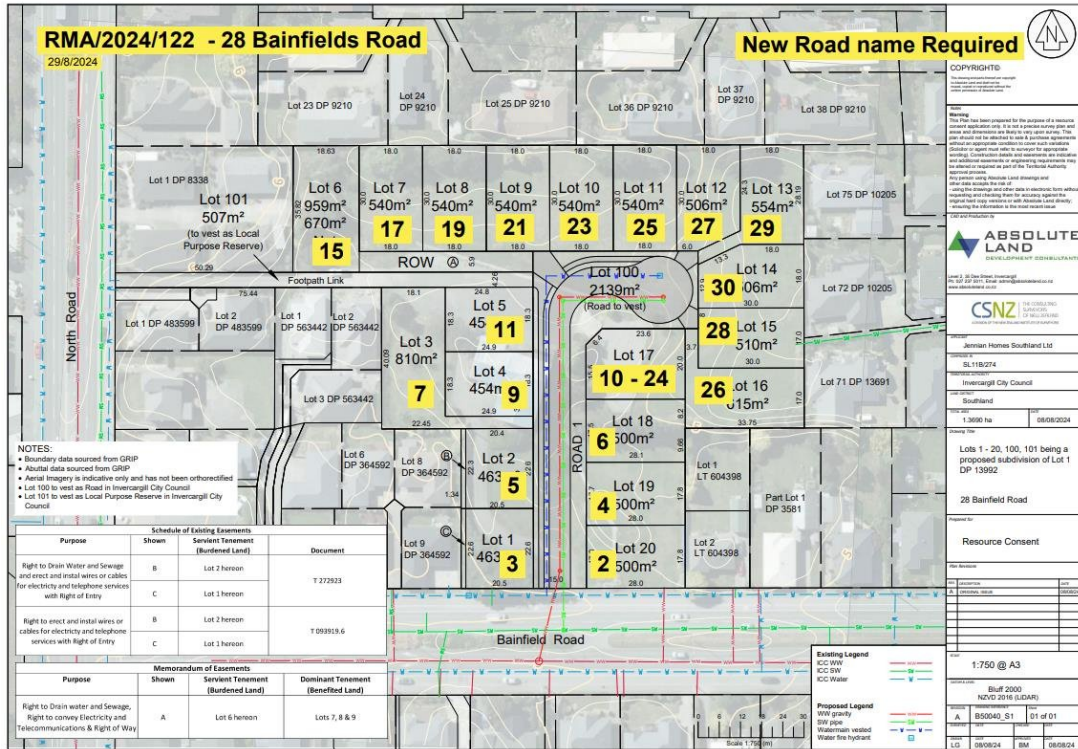
1. Receives the report titled “Proposed Road Names – 28 Bainfield Road”.
2. Approve the proposed road being named Blake Place.

Background

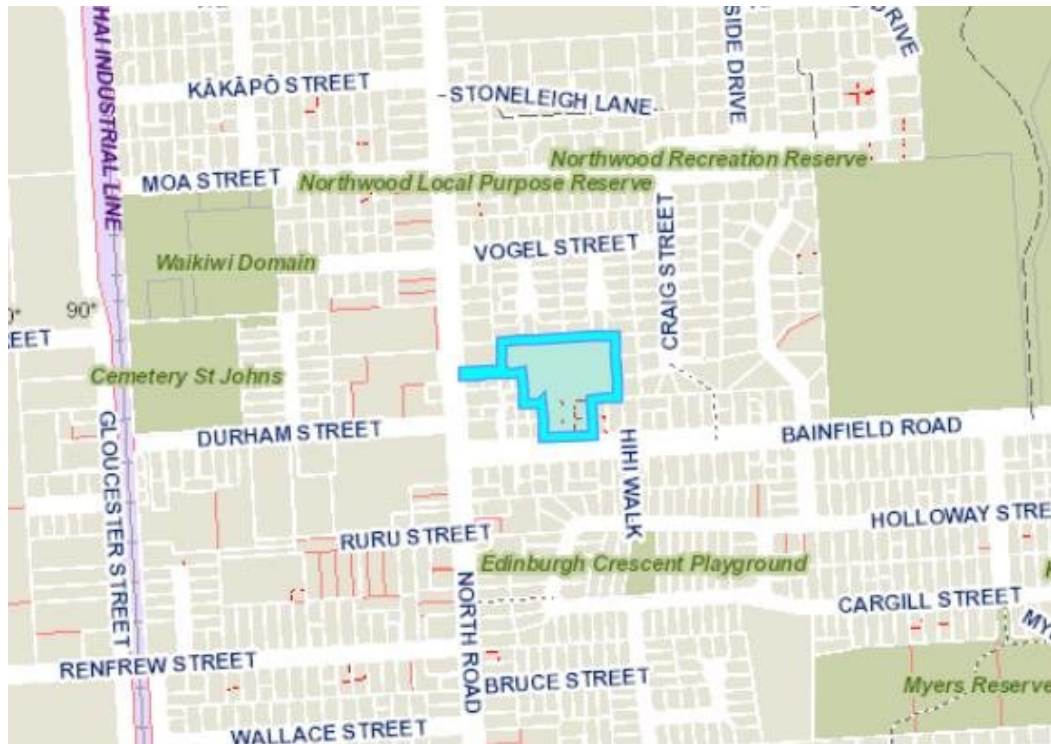
The road will be created in relation to the subdivision of 28 Bainfield Road Lot 1 DP 13992– RTSL11B/274, RMA/2024/122, for a 22 lot subdivision in a residential 1 zone.

Applicant: Jennian Homes Southland Limited
Owner: Barry Stewart Builders Limited

Scheme Plan:



Location Plan:



Issues and Options

Note the recommendation of Blake Place is not the applicant's first preference.

This was the site of Blake's Nurseries Ltd from 1938 to 1995. It would be fitting to recognise the historical significance of this site to a longstanding and reputable former locally owned business.

The Perry and McNeece names could be used in the future for other subdivisions requiring roads to be named.

Analysis

The applicant submitted the following names in order of preference:

- **“Perry Lane”**. (Poppy Places) Edgar Seymour Perry, served in Gallipoli and was killed in action in 1915. His wife and two daughters lived in Waikiki. He is named in the Waikiki Park School and Waikiki Presbyterian Church roll. Lieut. Perry was well known in Southland, both as a keen sportsman and businessman. He has no known grave so a street named after him will be a lasting memorial for his family and the community.
- **“McNeece Place”**. (Poppy Places) James McNeece was a Southland All Black who died from wounds received at the battle of Messines, Flanders, Belgium in June 1917. James grew up on “Retreat Farm” Waikiki.

- **"Blake Place"**. The original Blake's Nurseries was located at this site and the property west of it. Part of the property under subdivision was acquired for a school in 1966. Blake's Nurseries Ltd, 4 Bainfield Road operated on this site from 1938 to 1995.

Ernest (Erni), Blake purchased the nursery in 1938 from the Sans Family. Allan Wallace Blake, worked for his father Erni in his 20's growing bedding plants. Allan and Avis Blake purchased the nursery from Erni in 1966. Allan, purchased 10 acres at Flora Road in Makarewa in his later 20's to grow 'in ground' trees and shrubs to then transplant them in the winter and sell in bags at the Bainfield road nursery. Allan then purchased some land at Lorneville, and developed the nursery that is now Diack's. His passion was growing Rhododendrons and at one stage he was the largest grower of Rhododendrons in New Zealand. Blake's Nurseries was by now a prominent business in Southland. Ray Blake worked for his Grandad Allan running the garden centre at Bainfield road as a retail garden centre. Allan ran the nursery at Lorneville and at some stage sold part of it to Neville Jones. Ray then purchased the Bainfield road garden centre in 1992 and owned it until the 1995. The 3rd and 4th generation Ray and Robin Blake then started a small retail nursery on North road concluding four generations of gardening.

Significance

Not applicable.

Community Views

Not applicable.

Implications and Risks

Strategic Consistency

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 a minimum of inconvenience. In issuing rural and urban road names and numbers Council is guided by the Australian and 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 Naming Policy states that "New road names shall not be the same as, or similar to, existing road names within the City".

- **Blake** - there are no road names similar - closest Black, Blackwater, Blairlogie.
- **Perry** - there are no road names similar.
- **McNeece** - there are no road names similar in Invercargill but there is a McNeece Road in the Southland District north of Branxholme.

Blake and Perry are not considered similar to other roads in Invercargill.

The Naming Policy states that "Roads should not be named after any commercial organisation or any living or recently deceased person".

Blakes' Nurseries Ltd has not operated since 1995 and BLAKES' NURSERIES LIMITED (157237) was removed in the Companies register on 15 November 2002. Blakes' Nurseries Ltd has not operated for 30 years.

Comparing with: the Standard for New Zealand place Names NZGBS600002: 1. Criteria for place names:

1.1 Acceptable Names:

1.1(c) The surname or traditional ancestral Māori name of a person who has been deceased for at least two years was a notable leader of good character and/or contributed to, or had a strong association with the feature, place or area.

New Zealand Geographic Board - Minimum Requirements states 'Consultation with the family is preferred"

Proposals for the naming of roads shall be consulted with anyone directly affected.

From research under taken by staff, Edgar Perry had two daughters who lived in England and are no longer living and a grandson born in England in 1941.

James McNeece was unmarried and had no children. There could be great nieces and nephews. One brother never married. He was badly disabled in his right arm in WW1 and a brother and sister were both married and lived in the North Island.

Both Edgar Seymour Perry and James McNeece were killed in WWI 1915 and 1917.

The Blake Family has four generation of gardening in Invercargill. Robin Blake (great grandchild of Erni) and Ray Blake (grandchild of Erni) advised that it would be very special to see the Blake name on a street at the actual site of the Nursery.

Financial Implications

Not applicable.

Legal Implications

On deposit of the subdivision survey plan the proposed road lot will be vested in Invercargill City Council as a legal road.

Climate Change

Not applicable.

Risk

Not applicable.

Next Steps

Once the name is approved, notification of the new name for the proposed road name 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

Nil.

WASTENET RECYCLING BIN INSPECTIONS AND ENFORCEMENT PROGRAMME REINTRODUCTION UPDATE

To: Infrastructure and Projects Committee

Meeting Date: Tuesday 4 March 2025

From: Mark Simpson – WasteNet Contracts Manager
Fiona Walker – WasteNet Director

Approved: Erin Moogan - Group Manager - Infrastructure Services

Approved Date: Thursday 27 February 2025

Open Agenda: Yes

Purpose and Summary

As part of their FY2024/25 work programme, WasteNet have reintroduced bin inspections, with the activity extending to the Invercargill City Council and Southland District Council areas.

This report provides the Committee with a copy of the WasteNet report on the inspection programme. The report also seeks feedback on any particular elements which the Committee may wish to receive updates or metrics on in future.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "WasteNet Recycling Bin Inspections And Enforcement Programme Reintroduction Update",
2. Notes the WasteNet report "Recycling Bin Inspections and Enforcement Programme Reintroduction Update".
3. Notes the programme milestone of 31 March 2025 to reintroduce a three strike system, and
4. Confirms if further updates on the programme are required to be presented the Committee.

Background

General

Invercargill City Council (ICC) hold a service contract with Recycle South for the processing of recyclable materials, with Southland District Council (SDC) opting in to this arrangement. Recycle South operate a physical sort materials recycling facility (MRF), which involves hand-sorting items for processing. Inputs into the MRF are those collected from kerbside yellow-lidded bins, public drop-off facilities and from third party arrangements separate the service contract held with ICC.

From 1 February 2024, all territorial authorities were required by the New Zealand Government to standardise the materials they accepted in council-managed kerbside recycling collections. This impacted communities, including those in Southland, where a wider range of materials had previously been accepted. To support this change, WasteNet ran an education campaign throughout 2024.

Despite education campaigns, the annual contamination rate in recycling material processed by Recycle South was 19-20% between FY2019/20 and FY2022/23. During the 2023/24 year, 5,494 tonnes of product was collected via the kerbside recycling service and the public drop-off facilities. Of this, 17% was contaminated, resulting in 944 tonnes of product being redirected to the landfill. At the FY2023/24 Invercargill City Council Transfer Station general waste fee of \$359.75 per tonne, this equated to a cost of \$339,604. There are also the non-monetary implications of having contaminated recycling, including making sorting and processing recycling more difficult and at times unpleasant or hazardous.

Due to the level of contamination, WasteNet initiated reintroduction of bin inspections for ICC and SDC areas, noting that GDC was not included in the programme as they do not currently provide co-mingled recycling collection services. As detailed in the appended WasteNet report, an extensive communication campaign was run prior to initiating inspections to ensure the community was aware of upcoming bin inspections and also to encourage proper recycling ahead of inspections commencing.

As part of the bin inspection programme, a three strike system will be applied whereby a property which receives three red tags in any one calendar year will have their recycling bin removed and the service suspended until the resident signs and returns a Reinstatement Agreement Form to reactivate the service.

Bin Inspections Metrics

Bin inspections commenced on 10 February 2025. The WasteNet report "Recycling Bin Inspections and Enforcement Programme Reintroduction Update" is provided as Appendix 1. As at 25 February 2025, 2,928 properties had been assessed across ICC and SDC, generating data of:

- 1,514 green tags issued.
- 1,148 bins not out / not inspected.
- 217 orange tags issued.
- 46 red tags issued.

As displayed by Appendix Two, WasteNet collate information via a dashboard and are able to report on metrics such as:

- Type of contamination (organic material, dirty items, medical waste, clothing etc).
- Improvement for properties which may have received more than one inspection.
- Number of bins removed and returned following implementation of the three strike policy.

This data is available per council and on a regional basis.

Issues

Regulatory Considerations

Upon request from WasteNet, Preston Russell Law provided a legal opinion in 2014 which confirmed that a bin inspection programme and three-strike system could be implemented without a bylaw, provided that;

- If a red bin for general waste is provided by Council during a period of suspension of the yellow bin, ratepayers will be able to put their recycling into the red bin. Consequently Council will continue to meet its obligations to collect waste promptly, efficiently and at regular intervals under the Waste Management Act and can restrict the Service.
- A bylaw is not required where the enforcement of a breach does not require the bringing of proceedings in the High Court. Accordingly as Council can control whose bins are emptied through instruction to Council's contractor for the Service, Council is able to set a policy which will withhold the Service from a ratepayer without requiring a specific bylaw.

Law firm Meredith Connell was engaged in 2024 to review the above and have confirmed the legal opinion is still accurate.

Targeted Rating Considerations

Residents within the Invercargill City Council and Southland District Council areas who receive kerbside refuse services are charged a targeted rate. Legal counsel has confirmed that temporary suspension of the service due to misuse (i.e. three strikes) will not require an adjustment to nor refund of these targeted rates provided that the service continues to be provided by way of a refuse bin.

Next Steps

1. WasteNet staff to proceed with delivery of the recycling bin inspection programme, including implementation of a three strike system as of 31 March 2025.
2. WasteNet staff to provide subsequent updates to the Committee as required.

Attachments

1. Appendix 1 - 2025 02 17 - Recycling Bin Inspections And Enforcement Programme Reintroduction Update for Waste Advisory Group (A5698977)
2. Appendix 2 - Bin Inspections Dashboard Excerpt (A5790008)

RECYCLING BIN INSPECTIONS AND ENFORCEMENT PROGRAMME REINTRODUCTION UPDATE

To: Waste Advisory Group

Meeting Date: Monday 17 February 2025

From: WasteNet – Fiona Walker (Director)

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

The purpose of this report is to provide the Waste Advisory Group (WAG) with an update on the reintroduction of recycling bin inspections and the supporting enforcement programme.

Bin inspections are intended to encourage positive behaviour change and minimise contamination in the recycling bins, thereby improving environmental outcomes and minimising costs incurred with disposing of contaminated recyclables. The reintroduction of bin inspections was endorsed by the Waste Advisory Group in September 2024 and the activity was subsequently scheduled to commence in February 2025.

Recommendations

That the Waste Advisory Group:

1. Receive and note the report "Recycling Bin Inspections and Enforcement Programme Reintroduction Update", and
2. Endorse the recommendation to proceed with implementing a three-strike system from 31st March 2025.

Background

Between FY2019/20 and FY2022/23, the annual contamination rate in recycling material processed by Recycle South was 19-20%. During the 2023/24 year, 5,494 tonnes of product was collected via the kerbside recycling service and the public drop-off facilities. Of this, 17% was contaminated, resulting in 944 tonnes of product being redirected to the landfill. At the FY2023/24 Invercargill City Council Transfer Station general waste fee of \$359.75 per tonne, this equated to a cost of \$339,604.

There are also the non-monetary implications of having contaminated recycling, including making sorting and processing recycling more difficult and at times unpleasant or hazardous.

Historically, WasteNet staff undertook periodic bin inspections across Southland, with this occurring between 2012 – 2016. It is understood that this programme was ceased due to resourcing and changes in staffing. Since 2016, focus has been primarily on education, with no regular form of inspection or enforcement. Monitoring data collected indicates that the current approach of solely focussing on education is not effective in driving behaviour change and improving kerbside contamination rates.

Bin inspection programmes and supporting three-strike systems are exercised across New Zealand. Councils who utilise this approach include Dunedin City Council, Tauranga City Council and Auckland Council. It is also common for councils to implement such programmes when there are sustained or elevated issues with contamination rates or when there are changes to services (i.e. introduction of a new kerbside bin), with Christchurch City Council having used this approach to address elevated contamination rates in 2020 following COVID-19 and by various councils within the Waikato Region following the introduction of a new kerbside service in 2021.

Issues and Options

Activity Programme

For the programme to be accepted by and sustainable within communities, a staged introduction programme was proposed by WasteNet and endorsed by the Waste Advisory Group, being:

Stage I: Communication and Education (January - February 2025)

WasteNet has been running a thorough communication campaign since 6 January 2025. This education and communication element was purposefully initiated prior to starting any physical bin inspections. Communication channels have included radio advertising, social media, print media and the delivery of flyers to residents within the Southland District Council and Invercargill City Council areas that receive kerbside recycling collection services.

The intention of this stage was to communicate to residents that bin inspections were recommencing and also to provide residents with information around what materials can and cannot be recycled so as to encourage correct recycling.

Stage II: Bin Inspections and Education (10 February – 31 March 2025)

Bin inspections commenced on 10th February 2025, with bins either receiving a green (correct recycling), orange (low level contamination) or red tag (significant contamination).

To support a staged introduction, bins have been inspected without enforcing the three-strike system initially. Rather, as bin inspectors have identified issues and/or opportunities to improve recycling, educational information has been provided to the household to encourage correct recycling. In the event that a bin has received a red tag during this phase (i.e. unacceptable contamination present), the bin has not been emptied on that collection day however has not been removed from the property.

During this phase, the communication campaign has been on-going to ensure that the community is aware of the bin inspections programme.

Stage III: Implementation of the Three-Strike System (proposed 31 March 2025 onwards)

The final stage of the reintroduction programme is to apply a three-strike system, which is planned to come into effect from 31 March 2025. During this phase, a property which receives three red tags in any one calendar year will have their recycling bin removed and the service will be suspended until the resident signs and returns a Reinstatement Agreement Form to reactivate the service.

It is of note that it will be approximately nine weeks from the launch of programme to when a resident could potentially have their bin taken away due to the time it will take bin inspectors to cover all of the Invercargill City Council and Southland District Council collection routes.

The abovementioned communication campaign material has been tailored for this phase, in order to proactively and comprehensively communicate the three strike system.

Health and Safety Management

Provision was included in the FY2024/25 budget for engaging an external contractor to undertake bin inspections. This is the preferred approach rather than employing a dedicated internal resource as there are efficiencies from having the inspector working directly with and under the remit of the collection contractor, with this model also ensuring continuity of service. On this basis, WasteCo, being the service provider who holds the kerbside collection and transfer station management contract with WasteNet, was engaged to deliver bin inspections in FY2024/25. The scope of works includes:

- A vehicle provided for the bin inspector's transport
- Appropriate PPE for the role
- Annual leave days are covered for additional labour to continue the inspections
- Pricing based on an 8-hour day of inspections

WasteCo are responsible for training and supervising their staff to ensure the required standard of service is delivered.

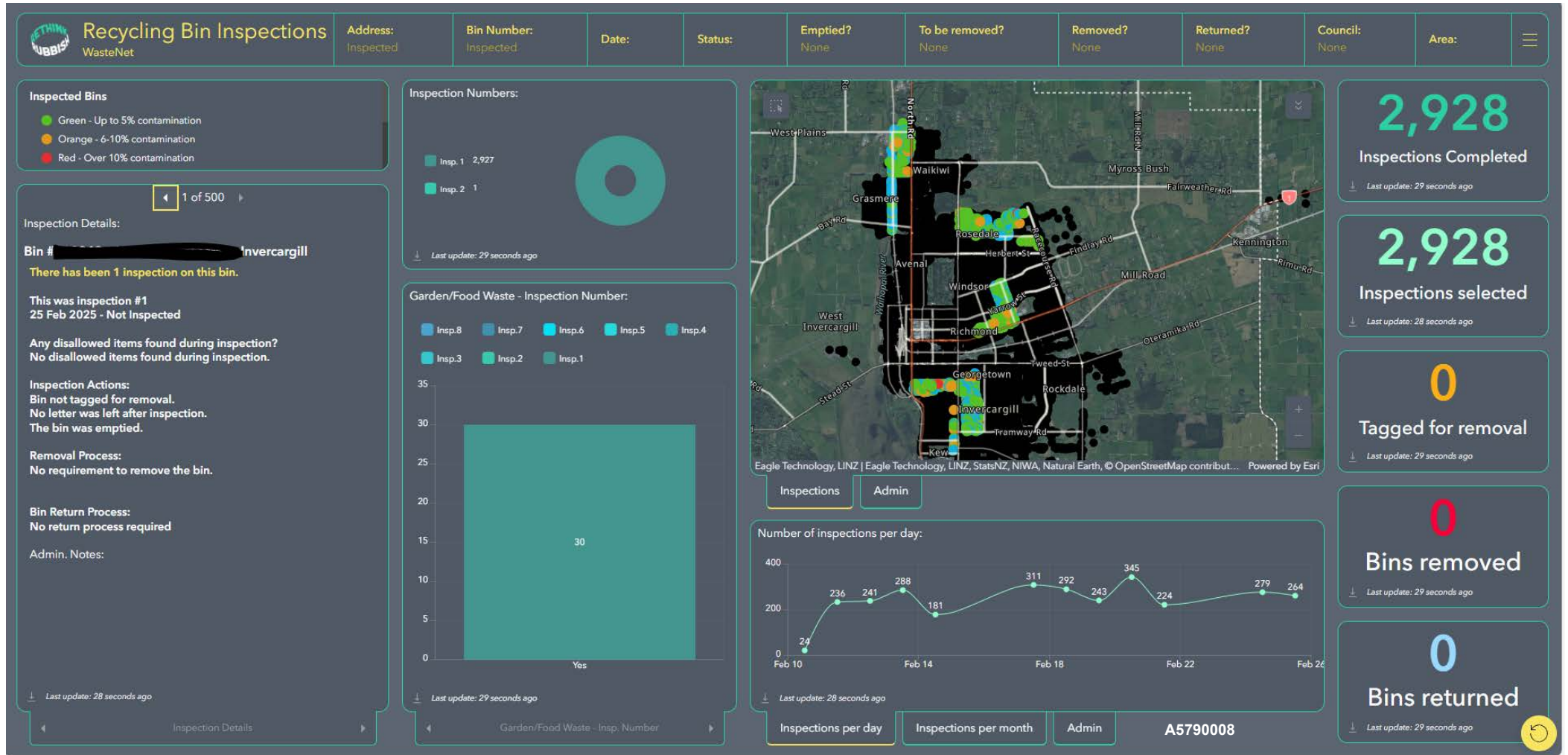
In relation to health and safety management, WasteCo have completed and provided a risk assessment for this activity, which has been provided to WasteNet. WasteNet has also supported health and safety planning and management, including seeking and applying learnings from other councils that have recently introduced bin inspections. Such learnings have included the response to and management of confrontation when conducting bin inspections.

Further to this, bin inspectors are to wear body cameras when undertaking bin inspections, as well as being in a clearly sign-marked car and in uniform. As a further safety precaution, bin inspectors are working in tandem during the reintroduction phase. This arrangement is in place until 1 July 2025, after which the approach will be reassessed based on risk profile, public feedback and contractor feedback.

Next Steps

WasteNet staff will continue to advance bin inspections and, subject to endorsement by the Waste Advisory Group, the supporting enforcement programme.

A further update will be provided to the Waste Advisory Group at the April 2025 Waste Advisory Group meeting. This will include details such as the number of bins inspected, and the ratio of green, orange and red tags.



GOVERNMENT PRIVATE SHARE RECOVERY POLICY – PUBLIC TRANSPORT

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 27 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

The purpose of this report is to inform the Committee of Government changes to private share policy for public transport.

The Government requires public transport authorities (PTA) to increase the share of funding realised from private sources.

NZTA have provided private share expectations for 2024/2025 to 2026/2027. These are expanded upon in this report.

To meet these expectations Council will need to increase fares for the current financial year and repeat this exercise for 2025/2026 and 2026/2027. This is expanded on in the analysis further in this report.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Government Private Share Recovery Policy – Public Transport".

Recommend to Council:

2. Request staff work with NZTA to ensure the required private share levels meet the intentions of Government policy and are appropriate for a community service.
3. **Agree/ Disagree** to pursue advertising on bus shelters as an option.

4. Request staff implement:

Option 2 - Consider all income streams available to Council, other than direct Council funding, additional NZTA funding, including advertising as accepted by NZTA.

Background

Public transport services are funded from both private and public revenue sources. The ratio between these sources is dynamic and changes over time depending on several factors including policy, passenger demand, network service levels and revenue sources.

Private share is a measure of cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources. Government aims to increase private share to support increased levels of public transport expenditure and reduce pressure on ratepayers and taxpayers.

The policy framework for private share is broader than the previous farebox policy, with a more tailored regional approach and some important differences in how cost recovery is measured.

Private share is calculated as revenue divided by operating expenditure. Private share revenue includes passenger fares, private fare substitutes and commercial revenue.

Operating expenditure includes the management and operation of passenger services and the maintenance and operation of public transport facilities and infrastructure. Operating expenditure does not include capital renewals or infrastructure improvement projects.

Private share funding is derived from fares and any other income that is not derived from Government funding or matching local authority funding.

Essentially the options are revenue garnered from other sources and fares, including advertising revenue (buses, shelters) and private funding (large commercial entities).

Council currently has a private share level (fares) of 9% over the past 12 months. Historically this reached 20.5% in 2018/2019. With the withdrawal of NZTA subsidies for fares, the Government has indicated it is not satisfied that the level of funding required sits too heavily with Government and local government.

The expected levels of private funding are shown in the table below.

	Private Share Actual 2018/2019	Private Share Actual 2023/2024	Proposed private share 2024/2025 Interim target	Proposed private share 2025/2026 Interim target	Proposed private share 2026/2027 Interim target
Invercargill	20.3%	9.0%	14%	17%	21%
National	33.0%	20.5%	24-26%	28-33%	35-40%

Issues and Options

Analysis

Council currently takes in approximately \$170,000 per year in public transport fares, and receives funding from NZTA, which is matched by Council. Council does not receive any other income. Fare income varies considerably due to additional concession funding in recent years.

Fares have been extrapolated for 2024 to 2027 using existing trend and patronage data and trends for 2024/2025 currently being tracked. Current fare levels are used.

This is broken down in the table below

Source	2021/2022	2022/2023	2023/2024	2024/2025*	2025/2026*	2026/2027*
ICC	\$489,692	\$539,974	\$681,592	\$980,245	\$1,261,873	\$1,263,221
NZTA	\$552,205	\$584,971	\$709,412	\$1,020,255	\$1,313,379	\$1,314,781
Fares	\$132,423	\$171,999	\$137,343	\$174,000	\$175,000	\$180,000
Total	\$1,174,320	\$1,296,944	\$1,528,347	\$2,174,500	\$2,750,252	\$2,758,002

(*Approved funding levels NLTP and assumed fares from patronage to date extrapolated)

The aligned patronage to these figures are in the table below. Estimates are given for 25/26 and 26/27 with an extrapolation for 24/25.

Year	2021/2022	2022/2023	2023/2024	2024/2025*	2025/2026*	2026/2027*
Patronage	109,471	141,837	170,943	174,800	180,000	185,000

Note: not all patrons are full fare paying full fares, around half are paying discounted fares or travel for free.

To reach the targets set by the Government the level of private income is estimated as the table shows below. Note: standard fare is \$2.20 for Bee Card users.

Note: the NZTA guidance document provides the following statement "a 0.5 percentage point increase in private share would require approximately a 2% increase in private revenue or a 2% reduction of operating expenditure, or some combination thereof"

Reducing expenses in a service the size of the Invercargill service does not provide opportunities for expense reduction, without looking at reducing the level of service. The focus of meeting this requirement by the government is to increase revenue.

Indicative fares required to meet private share requirement:

Options have been examined by staff. Assuming Council Applies the proposed private share rates across all patrons except under 18 concessions fare increases will need to be:

Fare	Current	25/26 (14%)	26/27 (17%)	27/28 (21%)
Card	\$2.20	\$5	\$7.70	\$9.40

When flat fares are charged to all patrons above the age of five:

Fare	Current	25/26	26/27	27/28
Card	\$2.20	\$3.50	\$5.50	\$6.80

The flat fares shown, do not reach NZTA/Govt levels of private share investment, however a case can be made for the community need for Invercargill amongst a large proportion of 'transport disadvantaged'.

Given these significant and unsustainable levels of fares we have tried to make this exercise somewhat more palatable and provide two alternatives:

Our proposal outlined to NZTA has two options: (1) Flat fee: all patrons except under 5

Fare	Current	25/26	26/27	27/28
Card	\$2.20	\$2.50	\$3.50	\$4.50

Our proposal (2): all patrons except Under 13

Fare	Current	25/26	26/27	27/28
Card	\$2.20	\$4.00	\$6.00	\$6.00

NZTA received and reviewed these options and have accepted our preferred option (2) as acceptable.

Advertising

When we consider advertising there are two avenues, the bus itself and/or bus shelters.

Advertising is covered in the Roading and Traffic Bylaw. The only reference to this activity is clause 5, "No vehicle, including but not limited to, any trailer or 3 or 4 wheeled drive farm vehicles, displaying any sign or notice for the purpose of sale, exhibition or for advertising goods, services or businesses may be parked on any public road without written permission of the Council."

Whilst this doesn't prohibit advertising on bus shelters, neither does it exclude.

Typical advertising costs for bus shelter advertising is estimated for a four-week cycle at \$150-\$600 (for smaller advertisements), larger more comprehensive advertising costs range between \$3000 - \$6000. Larger advertising campaigns are generally designed in a bespoke manner and this would need to be explored. Revenue would be based on traffic volumes and pedestrian numbers. 'On bus' advertising is traditionally the preserve of the operator, although this may be something to pursue in agreement, given a contract will be agreed in 2025 for the new service.

Impact on patronage

Generally increasing fares is related to a drop in patronage. This relationship between the two variables is estimated to be; for every doubling of fares patronage can drop by 30%.

The largest group that utilises the service are those described as "transport disadvantaged". Many of the low patronage services are used by people who would be considered 'transport disadvantaged'. There broad causalities for this are: Lack of viable options (distance from a high frequency service, Unaffordability and socio-economic deprivation.)

Transport disadvantaged people are generally within the following broad categories:

- Young people
- Elderly people
- People with disabilities

The LTMA legally defines this term/group and places requirements on PTAs regarding consideration of their "needs". In broad terms these users are;

- Low-income households
- Children
- Solo parents
- Tertiary students
- Elderly people

Significance

This is a government requirement that reaches a high significance level. Consultation on proposed fees and charges requirements will be required as part of the Annual Plan consultation.

Options

1. Work with NZTA to ensure that the draft targets are appropriate for Invercargill on the basis of community need.
2. Consider all income streams available to Council, other than direct Council funding, additional NZTA funding, including advertising.

Community Views

Community views have not been assessed for this report. The Regional Public Transport Plan (mid-term review) will be out for consultation in March, alongside the Annual Plan

Implications and Risks

Strategic Consistency

This report is consistent with Council strategies and policies. The Revenue and Financing Policy will need to be updated as part of the next Long-term plan to reflect that the increasing revenue coming from user pays.

The public transport is strategically significant for the network and addressing community need.

Financial Implications

There are no financial impacts on Council directly.

Legal Implications

A review of the Bylaw may be required to ensure that advertising on bus shelters is allowable.

Climate Change

Whilst public transport is a positive lever to combat climate change, this report has no direct impact.

Risk

Risk exists with a possible drop in the use of the service from cost increase and the impact this may have on the transport disadvantaged people of Invercargill. Research shows that for every doubling of fares, patronage can drop up to 30%

Next Steps

Staff will implement the approved private share required by NZTA.

Develop a proposed approach to advertising on the bus network, including on bus shelters, noting the need to complete a final legal review.

Consultation on the new fees and charges will take place alongside the Annual Plan in March 2025.

LOCAL GOVERNMENT (WATER SERVICES) BILL SUBMISSION

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Andrew Strahan – 3 Waters Advisor
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 27 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

This paper provides a summary of ICC's submission on the Local Government (Water Services) Bill ("Bill 3"), and notes the next steps associated delivery of Local Water Done Well, within Invercargill City Council.

Recommendations

That the Infrastructure and Project Committee:

1. Receive the report titled 'Local Government (Water Services) Bill Submission.'

Background

The Local Government (Water Services) Bill ("Bill 3") was introduced to Parliament on 10 December 2024. The Bill was referred to the Finance and Expenditure Select Committee and submissions on the Bill were sought by 23 February 2025.

In December, Council delegated to the Chief Executive to prepare a submission on its behalf. The ICC LWDW Project Team, with external legal support has reviewed the Bill, in addition to draft submissions from industry bodies such as Local Government NZ (LGNZ) and Taituarā. The attached submission was compiled, approved and submitted on 21 February 2025.

Issues

The key issues identified in Council's submission are detailed as follows –

- **Align Legislation** – Standardize terminology and definitions across related water services legislation to prevent confusion.
- **Extend Planning Timeframes** – Phase key plan deadlines from a two to a three years period to manage workloads and consultation demands.
- **Refine Objectives** – Clarify environmental duties, strengthen financial sustainability, and ensure alignment with local planning.
- **Streamline Decision-Making** – Prevent redundant consultation and decision processes for councils already progressing water plans under the Preliminary Arrangements Act.
- **Improve Financial Clarity** – Provide clearer guidance on financial ringfencing, spending rules, and contract obligations.
- **Enhance Bylaws Provisions** – Adjust land access rules for essential work and simplify bylaw-making for councils.

Next Steps

- Council Officers continue to develop the program of work to draft a Water Services Plan for submission by 3 September 2025 and anticipate the requirements contained within Bill 3. Bill 3 is expected to be enacted mid-2025.
- Consult on Councils preferred delivery water service delivery model as part of Annual Plan consultation mid-March to mid-April 2025
- Assess the recently released Commerce Commission Economic Regulation of Water Services – Draft Information Disclosure Requirements, brief Council and compile a submission by 26 March.
- Assess the recently released Water Authority Wastewater Standards, brief Council and compile a submission by 24 April.

Attachments

Appendix 1 - ICC Submission – Local Government (Water Services) Bill (A5788035)

A5788035



21 February 2025

The Chair
Finance and Expenditure Select Committee
Parliament Buildings
Wellington 6160
fe@parliament.govt.nz

INVERCARGILL CITY COUNCIL SUBMISSION - LOCAL GOVERNMENT (WATER SERVICES) BILL

1. Invercargill City Council (ICC or Council) recognises the importance of this Bill and welcomes the opportunity to make a submission on the Local Government (Water Services) Bill (Bill).
2. ICC supports improvements in how water services are delivered in New Zealand, including the key feature of Local Water Done Well which is to provide councils with the flexibility to determine the optimal structure and delivery method for their water services (including councils continuing to deliver water services directly through in-house business units).
3. ICC has taken steps to implement the Local Government (Water Services Preliminary Arrangements) Act 2024 (WSPAA or Act). Council has decided on its options for delivering water services that it will consult on with its communities in mid-March through mid-April. Its preferred water service delivery model for consultation is an in-house model which will require some structural change to meet the legislative requirements.
4. The purpose of this submission is to ensure that the Bill is as clear, certain and workable as possible for local authorities and their communities and that it is consistent with other legislation that implements Local Water Done Well, including the Local Government (Water Services Preliminary Arrangements) Act 2024. ICC's submission focuses on those parts of the Bill that are applicable to a territorial authority delivering water services directly and improvements that could be made to the legislation to achieve its intended outcomes.
5. ICC has reviewed draft submissions provided by Taituara and LGNZ. In general, ICC supports the submissions made by each of these organisations. Sections of their submissions have been quoted and referenced where they provide further clarity or detail in support of ICC's submission.
6. ICC confirms that it does not wish to be heard in relation to this submission.

COUNCIL'S SUBMISSIONS ON THE BILL

7. Key points in the submission are as follows -
 - **Align Legislation** – Standardize terminology and definitions across related water services legislation to prevent confusion.
 - **Extend Planning Timeframes** – Phase key plan deadlines from a two to a three years period to manage workloads and consultation demands.
 - **Refine Objectives** – Clarify environmental duties, strengthen financial sustainability, and ensure alignment with local planning.
 - **Streamline Decision-Making** – Prevent redundant consultation and decision processes for councils already progressing water plans under the Preliminary Arrangements Act.

- **Improve Financial Clarity** – Provide clearer guidance on financial ringfencing, spending rules, and contract obligations.
- **Enhance Bylaws Provisions** – Adjust land access rules for essential work and simplify bylaw-making for councils.

GENERAL

8. The Bill follows the enactment of the Local Government (Water Services Preliminary Arrangements) Act 2024. There has been a number of changes in terminology from the Act to this Bill which has the potential to cause confusion when territorial authorities are required to implement both pieces of legislation.
9. For example, water organisation is used throughout this Bill whereas it is not used in the Act and water services council-controlled organisation is used in the Act but not the Bill. Some amendments are being proposed to previous legislation to ensure consistency. However, this is not comprehensive. Any inconsistency in language where a difference is not necessary for context has the potential to create confusion in implementation of the legislation.
10. There are a number of new strategies and plans that need to be prepared and consulted on within 2 years of the Act coming into force, in addition to the development of the water services delivery plan. ICC notes that much needs to be done in that time and that consideration should be given to whether the two-year time frame for some plans (including the drinking water catchment plan, trade waste plan and stormwater network risk management plan and potentially proposals for new bylaws) should be three years. Not only is there a lot to do for water service providers, but there is a lot of consultation coming for communities in a short space of time.

Recommendation

11. Review the terminology used across the relevant legislation to implement Local Water Done Well and make amendments accordingly to ensure that it is consistent.
12. Review the strategies, plans and bylaws to provide for phased delivery over a three-year period rather than the current two-year period, to allow water service providers to develop these in a reasoned manner and phase community consultation over a longer period and avoid consultation fatigue. Note that this does not apply to the Subpart 7 – Amendments to Resource Management Act 1991 provisions. Refer to paragraphs 79 to 88 of ICC’s submission which relate to the proposed amendments to that Act.

PART 1 – PRELIMINARY PROVISIONS

Interpretation (cl 4)

Watercourse

13. There are two different definitions of watercourse. Both definitions are different to the definition of watercourse in the Local Government (Water Services Preliminary Arrangements) Act 2024.
14. Watercourse is first defined as:

Means a watercourse that is part of, or related to, the drainage or discharge of stormwater by a stormwater network
15. A definition that refers to a ‘watercourse’ without defining ‘watercourse’ is circular and not helpful.
16. The second definition is:

Includes a river, stream passage, and channel on or under the ground, whether natural or not, along which water flows, whether continuously or intermittently
17. It is not clear from this definition whether the watercourse must be part of or related to a water service.

Water services networks

18. The definition of water services networks means the water supply, stormwater and wastewater networks “in a territorial authority’s district or a water service provider’s service area”.
19. ICC has water supply infrastructure that is located outside of its district but is for the purposes of supplying water services within its district. For example, it abstracts water from the Ōreti River in the Southland District, and its Branxholme Water Treatment Plant and pipeline are also located in the Southland District.
20. ICC wishes to ensure that this infrastructure is not inadvertently excluded from the provisions of the Bill due to the definition of water services network.

Water supply network

21. The definition of water supply network is different to the definition of water supply network in the Local Government (Water Services Preliminary Arrangements) Act 2024. The two definitions should be consistent to avoid any confusion in implementation.

Recommendation

22. Remove duplicate definition of watercourse and ensure that the definition provides certainty on what is captured and that it is part or relates to a water service.
23. Amend the definition of water supply network so that it is consistent with the definition in the Local Government (Water Services Preliminary Arrangements) Act 2024.
24. Ensure that water services infrastructure located outside of a territorial authority’s district but is for the purposes of supplying water services within its district is not inadvertently excluded from the provisions of the Bill.

PART 2 - STRUCTURAL ARRANGEMENTS FOR PROVIDING WATER SERVICES

Subpart 1 – Responsibility for providing water services

Water service providers (cl 15 – 17)

Objectives of water service providers (cl 15)

25. The objectives of a water service provider are set out in cl 15(1). This is a key provision of the Bill. The objectives are a fundamental part of a water services strategy and how a water service provider reports on its performance in delivering water services. Given their importance, these objectives need to be clear, appropriate and attainable.
26. Clause 15(1)(a)(ii) requires that the provision of water services ‘do not have adverse effects on the environment’. This is unlikely to be achievable as any water service is likely to have an adverse effect on the environment, even if it is de minimis. For example, any stormwater discharge to land or water will have some adverse effect on soil or water quality and any abstraction of water will have an adverse effect on water quantity. It would be more appropriate that water services are provided in a way that minimised adverse effects on the environment to the extent practicable.
27. Clause 15(1)(a)(v) requires that water services ‘are of a quality that meets consumer expectations’. This is broadly framed and would benefit from further definition or qualification. For example, it is not clear what ‘are of a quality’ is referring to and there may be a conflict between consumer expectations and regulatory standards and requirements referred to in cl 15(1)(v) or the financial sustainability of providing the water services.
28. Cl 15(1)(e) includes ‘to be a good employer’ which is not defined in the Bill. This could be further defined to include reference to Schedule 7, clause 36 of the LGA.
29. The term ‘urban development’ is not used in clause 15 so the definition in subsection (2) can be deleted.

30. ICC supports LGNZ’s submission with respect to ‘Concerns with the Objectives (Clause 15)’. In particular,

The absence of any specific objective that addresses cost-effectiveness

While cl 15(1)(b) refers to provision of water services “in a cost-effective and financially sustainable manner”, this objective is not expressed as definitively as it should be. LGNZ considers that this important direction should be built into cl 15(1)(a), and operate as a standalone direction in the same way as cl 15(1)(a) introduces requirements for reliability, resilience, etc.

Exhibiting a sense of social and environmental responsibility

The objectives should look beyond the interests of consumers. LGNZ considers that any providers, which could be new public entities, should have broader obligations to the community. One way to achieve this would be to include a new direction that mirrors that in section 59 of the Local Government Act 2002 (LGA), which states that one of the principal objectives of a council-controlled organisation is “to exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates.”

Alignment and integration with local authority planning, and other key service providers

Integrated planning and delivery is a key factor in delivering a successful operating model. Integration is a core policy driver under the Resource Management Act 1991 and Local Government Act 2002 (LGA) and should be replicated under the Bill.

We suggest that a new objective is added to cl 15 that directs (or requires) alignment between key stakeholders that are involved in urban growth planning and operations. For example, this would most obviously involve those entities involved in water, roading, core infrastructure and urban planning, for relevant areas that rely on those services and functions. This objective is crucial, to support a new, workable framework, with high degrees of collaboration and integration between different entities

Recommendation

- | | |
|-----|---|
| 31. | Amend clause 15(1)(ii) that water service providers operate in a way that does not have an adverse effect on the environment to require that any adverse environmental effect be minimised to the extent practicable. |
| 32. | Amend clause 15(1)(a)(v) to read “are of a quality that meets consumer expectations, subject to regulatory requirements and other requirements of this Act”. |
| 33. | Include a definition of ‘good employer’ in the Act, like the definition in Schedule 7, clause 36 of the LGA. |
| 34. | Delete definition of ‘urban development’. |
| 35. | Adopt the LGNZ recommendations described in Point 30. |

Financial principles for water service providers (cl 16)

36. Clause 16 sets out the financial principles for water service providers.
37. Local Water Done Well guidance (December 2024)¹ notes that the financial principles are intended to provide direction on how water service providers can ensure that water services will be financially sustainable and meet the ringfencing objective of Local Water Done Well. It notes that a significant

¹ Te Tari Taiwhenua Internal Affairs, Local Water Done Well Guidance: Ensuring compliance with financial principles for water service providers, December 2024.

shift in financial operations, management and governance arrangements may be required for WSE's to comply with these principles.

38. The guidance lists matters that WSE's should consider that are material to ensuring future compliance with financial principles.² It then notes that the Department of Internal Affairs will prepare further guidance material to support the implementation of Local Water Done Well, following the enactment of the Bill (expected to be in mid-2025). Whilst guidance is helpful (and welcomed), it has no legal status and is of less benefit when it is to be provided following the enactment of the Bill when territorial authorities are in the position of needing to consider these matters now as they develop their Water Services Delivery Plans which must be submitted by 3 September 2025.
39. ICC seeks that the Bill itself provide more direction on what is required to achieve financial ringfencing so that territorial authorities have more certainty that changes that they are proposing to structures will be sufficient to achieve the financial ringfencing requirements. If there are considerations that are material to whether the financial ringfencing requirements in the Act will be met, then these should be set out in the legislation so that entities can show that they have considered these matters and therefore met the requirements.
40. ICC does, however, acknowledge that flexibility is required and there is a balance of what should be included in legislation versus what is more appropriate for guidance material. If further detailed guidance material is to be issued, ICC supports this being issued prior to June 2025, noting that this will be subject to change depending on the final form of the Bill.
41. Further clarity could also be provided in cl 16(1)(a) which requires that the water service provider must:
- spend the revenue it receives from providing water services on providing water services (including on maintenance, improvements, and providing for growth).*
42. The words in the brackets may inadvertently narrow the types of spending permitted. For example, it is not clear whether it could include community consultation or education programmes targeted at water services.
43. It would be preferable to either have an exhaustive list of types of spending that are permitted or to delete the words in the brackets.

Recommendation

44. Include further direction in the Bill on what is required to achieve financial ringfencing when delivering water services through an in-house model.
45. Amend clause 16(1)(a) by deleting the words '(including on maintenance, improvements, and providing for growth)'
46. Delete clause 17(2)(c).

Obligation to continue water services (cl 17)

47. Clause 17(2)(c) provides that a water service provider 'must comply with sub-section (3)'. However, there is no subsection (3) in cl 17.

Recommendation

48. Delete clause 17(2)(c) as it is no longer applicable.

Contracting for providing water services (cl 21-23)

² Te Tari Taiwhenua Internal Affairs, Local Water Done Well Guidance: Ensuring compliance with financial principles for water service providers, December 2024, p 3.

Obligations before entering into contracts (cl 22)

49. Clause 22(1)(a) refers to current and anticipated future regulatory requirements. There should be a qualifier that the anticipated future regulatory requirements are known to the water service provider at the time the water service provider is considering and negotiating a contract under section 21.

Recommendation

50. Amend clause 22(1)(a) so that the requirement to consider any anticipated future regulatory requirements applies only to those anticipated future regulatory requirements that are known to the water service provider at the time the contract is being considered and negotiated.

Significant contract requirements (cl 23)

51. Clause 23(2)(c) requires a water service provider to adopt a policy setting out all matters that the provider will consider in determining whether a proposed contract is a significant contract, including “all matters that are essential to the provider’s ability to meet its obligations under this Act in relation to the water services to which the contract relates.” This requirement is very broad and would benefit from some further distilling on what obligations are being referred to here. For example, is this intended to refer to the objectives, financial principles and obligation to continue water services in clauses 15 to 17 or any obligation under the Bill?

Recommendation

52. Amend clause 23(2)(c) to further define what obligations under the Bill a water service provider is required to address in a significance policy.

Decision making by territorial authorities (cl 25-30)

53. The Bill proposes alternative consultation and decision-making requirements for a territorial authority that is proposing a change to the provision of water services in its district by doing any of the following (change proposal):³

- (a) *Establishing a water organisation:*
- (b) *Becoming a shareholder in a water organisation established by the territorial authority or by another territorial authority in the same region:*
- (c) *Disestablishing, or changing the shareholding arrangements in, a water organisation that the territorial authority has established:*
- (d) *Entering into a significant contract under section 21:*
- (e) *Entering into a joint water services provider arrangement under section 24.*

54. The Local Government (Water Services Preliminary Arrangements) Act 2024 already includes alternative consultation and decision-making requirements for territorial authorities deciding on a model for delivering water services as part of its water services delivery plan and whether to establish a water services council-controlled organisation or a joint local government arrangement. Therefore, there is a potential for overlap in decision-making and consultation requirements once the Bill is enacted.

55. Clause 25(7) of the Bill provides that if there is any inconsistency between the requirements in the Bill and the corresponding alternative requirements in the Local Government (Water Services Preliminary Arrangements) Act 2024, that the Bill prevails.

56. This is a cause of concern for councils, including ICC, who have already commenced their decision-making and consultation under the Local Government (Water Services Preliminary Arrangements) Act

³ Part 2, cl 25.

2024 as part of the development of their Water Services Delivery Plan as they may be in a situation where they are required to reconsult so that they can meet the requirements of this Bill. For example:

- (a) The Bill would require consultation on the establishment of a council-controlled organisation even if it was already subject to consultation as part of a Water Services Delivery Plan;
- (b) The Act requires that in the course of decision-making, territorial authorities identify at least two options for delivering water services, whereas the Bill requires three. Territorial authorities who have only identified two options may find themselves in a situation where they need to consult on a third option once the Bill is enacted.
- (c) There are more prescriptive decision-making and requirements for consultation in the Bill that may not have been met by territorial authorities as part of their decision-making and consultation under the Local Government (Water Services Preliminary Arrangements) Act 2024.

57. Councils are trying to pre-empt this and future-proof their decision-making and consultation processes now. However, as there is no certainty as to the final form of this Bill, it would be preferable for the Bill to recognise that if consultation has been undertaken and decisions made under the Local Government (Water Services Preliminary Arrangements) Act 2024, that this does not need to be revisited to meet the requirements of the Bill.

Recommendation

58. That the Select Committee note the potential overlap between the decision-making and consultation requirements of this Bill and the Local Government (Water Services Preliminary Arrangements) Act 2024 and seek advice on options to resolve this, including that territorial authorities who have commenced or already completed consultation under the Local Government (Water Services Preliminary Arrangements) Act 2024 do not need to meet any additional requirements under the Bill.

PART 3 – PROVISION OF WATER SERVICES: OPERATIONAL MATTERS

Subpart 3 – Water services networks: connections (cl 110-113)

59. Clause 110(3)(d) requires a bylaw to allow for a person to amend their application for approval after the water service provider has made their decision. It is not clear what the purpose of this is as the amended application is to be considered using the same process that the water services provider uses for any other application.

Recommendation

60. Amend clause 110(3)(d) so that it is clear what the purpose is of allowing a person to amend their application for approval after the water service provider has made their decision to give water service providers better direction on how to address this in a bylaw.

Subpart 4 – Accessing land to carry out water services infrastructure work (cl 115-126)

61. This subpart contains powers and requirements for entry to land to carry out works on water services infrastructure. ICC supports the issues and recommendation raised by LGNZ in their submission, which are copied below -

The powers of entry to carry out work for water services infrastructure need to be reworked. At present, clause 116 and 117 of the Bill establish a process which provides a limited power of entry only, with significant uncertainty as to the ability to obtain consent from relevant landowners.

This consent requirement should be flipped in favour of the water service provider. It is simply not workable for water service providers to be at risk of refusal of access for necessary works.

While LGNZ understands the importance of landowner rights, the critical lifeline nature of water services needs to also be recognised and works facilitated.

The Bill also does not provide any general power to enter land, even for non-intrusive actions, without going through a formalised notice process. This can be contrasted with the power afforded to territorial authorities under the LGA, with section 171 of the LGA providing a general power of entry onto land “for the purpose of doing anything that the local authority is empowered to do under this Act or any other Act”. This form of general power of entry should be carried over into the Bill to achieve a flexible, workable, regime.

Recommendation

62. Adopt the LGNZ recommendations described in Point 61.

Subpart 5 - Drinking water catchment plans (cl 143-148)

63. Within 2 years from when the Act comes into force ICC is required to issue a drinking water catchment plan. The plan requires consultation via a statement of proposal and opportunity for persons to present their views

Subpart 6 – Trade Waste (cl 149-163)

64. Within 2 years from when the Act comes into force ICC is required to issue a trade waste plan. The plan is subject to the same consultation as a drinking water catchment plan.

Subpart 7 – Management of stormwater networks (cl 164-176)

65. Within 2 years from when the Act comes into force ICC is required to adopt a stormwater network risk management plan. Consultation is not required but it needs to provide the Water Services Authority (WSA) a draft of the proposed plan within a timeframe notified in the Gazette by the WSA, develop a final plan that gives effect to any comments made by the WSA on the draft plan and give the WSA the final plan within a timeframe that is notified in the Gazette.
66. Clause 165 requires that a water service provider develop a stormwater network risk management plan in accordance with sections 167 and 168 and adopt the plan within 2 years after the commencement of the Bill. However, cl 168 provides that the Water Services Authority will notify timeframes in the Gazette within which the draft plan must be provided to the Water Services Authority for comment and then when the final plan (once any comments have been given effect to) is to be provided to the Water Services Authority. As these timeframes will be outside of the control of the water service provider, it would be preferable to include a qualifier in cl 165 that the plan be adopted within 2 years, or a later date specified in the Gazette by the Water Services Authority.
67. Clause 172 provides that the process for trade waste bylaws in section 148(2) to (4) of the LGA 2002 must be followed as if the bylaw were being made under that Act. However, it is not clear how the references to trade premises in section 148(2) to (4) are to apply to a stormwater network management bylaw and also whether the reference to the Minister of Health should be the Water Services Authority. Some further clarity on this would be helpful.

Recommendation

68. Amend clause 165(1)(b) so that it reads ‘adopt the plan within 2 years after the commencement of this section or a later date specified in the Gazette by the Water Services Authority.’
69. Amend clause 172(1)(b) to clarify how the process set out in section 148(2) to (4) of the LGA 2002 relating to trade wastes is to apply to stormwater network management bylaws.
70. Review the noted strategies, plans and bylaws and provide for a phased delivery over a three-year period rather than the current two-year period to allow water service providers to develop these in a reasoned manner and phase community consultation over a longer period and avoid consultation fatigue.

PART 4 – PLANNING, REPORTING AND FINANCIAL MANAGEMENT

71. Clause 181 provides that a territorial authority that is required to comply with this Part must not include information relating to water services in an infrastructure strategy, long-term plan, annual plan and annual report. However, subclause (3) provides that a territorial authority is only prohibited from including information that relates to an individual group of water services activities in a long-term plan and annual report. It is not clear then whether a territorial authority is required to include information at an aggregate level in a long-term plan and annual report or not. It is also not clear why this does not apply to an annual plan.
72. Clause 205 of the Bill also makes it clear that a territorial authority may include its water services annual report in its annual report prepared and adopted under section 98 of the LGA 2002 if:
- (a) the purposes of both annual reports are met; and
 - (b) the content relating to providing water services forms a discrete part of the annual report and has an audit statement that is separate from the audit statement for the remainder of the annual report.
73. ICC supports the issues and recommendation raised by LGNZ in their submission, which is copied below -

Interplay between the water services strategy and long-term plans - Under cl 191 of the Bill, the relationship between a WSS and a long-term plan is addressed. The implicit intention is for the LTP to be replaced when a new WSS comes into force, but this provision does not state that it is only the LTP (as relevant) that ceases to apply.

There are some practical challenges with this. First, where there is more than one shareholder for a new water organisation, and a single WSS, it will presumably replace parts of multiple LTPs of the shareholding territorial authorities. These LTPs will be different, and identifying the relevant parts that are replaced will be a technical, tricky exercise. Second, even though parts may cease to apply, if the parts will remain in the adopted LTP, then there may be confusion as to the extent that an LTP continues to provide policy direction to the territorial authority, particularly where that is not aligned with the WSS. It would be preferable for the LTP to be able to amended once a WSS comes into force, where practicable, to remove any uncertainty.

On a related point, it is difficult to see how an LTP, which relates to a territorial authority, may be "applied" by a water organisation. We recommend that cl 191(4) is amended so that it specifically states how and what aspects of an LTP apply to a water organisation, and how this is determined, prior to a WSS coming into force.

Recommendation

74. Clarify the requirements for including information on water services in a long-term plan, annual plan and annual report.
75. Amend clause 181(2) to clarify that an annual report can contain the territorial authority's water services annual report by reference to clause 205.
76. Adopt the LGNZ recommendations described in Point 73.

Subpart 1 – Planning

77. Clause 197 provides that a territorial authority may amend its water services strategy at any time. If the amendment is significant, the territorial authority must consult on a summary of the proposed amendment using the special consultative procedure. It is not clear from this clause how a territorial authority may determine whether an amendment is significant. Usually, a territorial authority would make this determination in accordance with its significance and engagement policy. It would be helpful to clarify that this is what is intended in cl 197.

Recommendation

78. Amend clause 197(2) to make it clear that when determining whether an amendment to a water services strategy is significant, the territorial authority must do this in accordance with its significance and engagement policy. This amendment may also be relevant to other parts of the Bill that require territorial authorities to make a determination regarding significance.

PART 5 – AMENDMENTS TO OTHER LEGISLATION

Subpart 7 – Amendments to Resource Management Act 1991

79. The Bill proposes to extend the expiry date of resource consents relating to wastewater treatment facilities that, immediately before the commencement date, are due to expire on a date that is before the extended expiry date. This is set out in new sections 139B to 139D.
80. ICC supports these proposed amendments as they will give councils time to consider the new wastewater environmental performance standards and any changes to consenting requirements, before going through the necessary design, evaluation and decision-making processes to replace resource consents for wastewater discharges.
81. ICC would have liked to have seen a longer extension to acknowledge the significant work that is required in preparing applications and that the wastewater environmental performance standards will not be made by Order in Council until after this legislation commences.
82. ICC has been progressing the Bluff Wastewater Consenting Project. Timing has been difficult as the current resource consent is due to expire in December 2025.
83. ICC supports the amendments in clause 49 of the new Part 8 to be inserted into schedule 12 of the Resource Management Act 1991 that ensure that a consent holder that is operating under section 124 can withdraw an application for a new consent and prepare a new application that complies with a wastewater or stormwater environmental performance and still continue to operate under section 124 for a period of up to 6 months.
84. However, ICC also seeks an additional amendment to the definition of extant wastewater consent in section 139B to ensure that if this Bill does not come into force until after the Bluff Wastewater consent expires in December 2025, that the expiry date of the consent would still be extended under section 139C.
85. For completeness, it would also be helpful to make it clear that the extended expiry date in section 139B overrides the limitations on consent duration in section 123 of the Resource Management Act 1991.

Recommendation

86. That the extended expiry date in section 139B be extended from 2 years to 3 years.
87. That the definition of 'extant wastewater consent' is amended so that it reads:
Means a resource consent that –
(a) relates to an activity associated with constructing or operating a wastewater treatment facility and either:
(i) is current on the commencement date and immediately before the commencement date, is due to expire on a date that is before the extended expiry date; or
(ii) is being exercised under section 124 on the commencement date.
88. Amend section 123 of the Resource Management Act 1991 to include 'except as provided in section 123A, 125 or 139C' to clarify that the extended expiry date overrides the limitations on consent duration in section 123.

PART 6 – MISCELLANEOUS PROVISIONS

Subpart 1 – Water Services bylaws (cl 346-355)

89. The Bill sets out a process for a water service provider to propose in writing that a territorial authority make a new water services bylaw (cl 348) and a process for review of existing bylaws (cl 351). However, it is not clear what process a territorial authority who proposes to make a new bylaw is required to take. For example:
- (a) If a water service provider proposes a bylaw to a territorial authority the territorial authority is required to use the special consultative procedure under the LGA 2002 and, for that purpose, section 156(1) of that Act applies, with any necessary modifications, as if the bylaw were a bylaw being made under that Act (cl 349(2)). However, there is no corresponding provision for when a territorial authority is the water services provider proposing to make the bylaw.
 - (b) If a territorial authority is reviewing an existing bylaw there is a requirement to determine whether a bylaw is the most appropriate way of addressing the perceived problem, and if so whether the bylaw is the most appropriate form of bylaw and gives rise to any implications under the New Zealand Bill of Rights Act 1990 (i.e. the requirements of s 155 of the LGA 2002). There is no corresponding requirement if a territorial authority is making a new bylaw.
 - (c) There is some guidance in cl 146 for bylaws that are proposed or recommended in a drinking water catchment plan and a trade waste plan in cl 153. However, the relationship with clauses 346-355 is not clear.
 - (d) Clause 347 sets out matters that a territorial authority may make bylaws for the purposes of regulating water services. However, there are other powers referred to in the Bill. For example, cl 170 sets out that a water service provider may make stormwater network bylaws to support the provider's stormwater network risk management plan. These additional powers should be cross referenced in clause 347.

Recommendation

90. Include provisions that clarify the process for a territorial authority proposing to make a new water services bylaw on its own account (as opposed to a water services provider making a proposal to the territorial authority, or the territorial authority reviewing existing bylaws).
91. Include further cross referencing back to the provisions in the Bill that relate to drinking water, trade waste and stormwater management to aid with navigation of the bylaw requirements of the Bill.

Schedule 9 – New Part 8 inserted into Schedule 12 of the Resource Management Act 1991

Part 8 – Provisions relating to Local Government (Water Services) Act 2024

92. ICC is supportive of and welcomes the introduction of new section 49 which gives a consent holder an ability to withdraw and prepare a new application that complies with a wastewater or stormwater environmental standard whilst still preserving the consent holder's ability to continue operating under section 124.
93. ICC seeks clarification whether this should also be extended to include an infrastructure design solution made under section 139B of the Water Services Act 2021.

Recommendation

94. Clarify whether the ability to prepare a new application that complies with a wastewater or stormwater environmental performance standard in clause 49, Part 8 should also apply to an infrastructure design solution made under section 139B of the Water Services Act 2021.

CONCLUSION

95. The Council thanks the Committee once again for the opportunity to provide a submission on the Bill.

[Kā mihi,](#)

pp 

Michael Day

Chief Executive Officer - Invercargill City Council

STRATEGIC CAPITAL PROJECTS REPORT

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Lee Butcher – Programme Director
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 27 February 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose

This report updates the Committee on the status of Strategic Capital Projects delivered by the Project Management Office (PMO). The Programme Steering Group reviews the dashboard before it is approved and presented to this committee.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Strategic Capital Projects Report".
2. Receives the "ICC PMO Programme Dashboard".
3. Notes the current status of the projects, including project risk assessment.

Background

The PMO oversees and manages seven strategic projects. Through the PMO, Invercargill City Council (ICC) develops tools and internal staff to manage and deliver projects directly and support better internal processes.

The PMO provides a bi-monthly snapshot of progress, risk, and commentary on the programme through the ICC PMO Programme Dashboard, which is presented to the Infrastructure and Projects Committee.

Programme Summary

The programme has several projects nearing completion, including CCTV and the Bluff boat ramp, which are in their final phase.

Braxholme is expected to finish close to the end of this financial year, with physical pipelaying concluding sooner.

We will have a contractor onboard and progressing with stage two of the housing project in March or April.


The Museum is progressing well in the build phase, although there are reasonable concerns regarding full engagement and support for the cultural elements of the experience. The Report Dashboard provides much more detail. We are certainly running out of time contingencies, and there is a genuine likelihood of an impact on the opening dates.

The PMO is also now planning and commencing the delivery of Long-term Plan 2024 projects.

Attachments

1. January 2025 - Strategic Projects Dashboard (A5767393).

Infrastructure and Projects Committee - Public - Strategic Capital Projects Report (A5767904)

ICC PMO Programme Dashboard (Roadmap To Renewal LTP July 2021 - June 2031)								A5767393	
Report to 31 January 2025		Programme Sponsor: Erin Moogan			Programme Director: Lee Butcher				
Project Budget	Spend to date			PMO forecasting - Risk - ETC - tracking					
Project	Budget (inc Cont.)	Actuals (from Tech One)	Remaining	Estimate to Complete (ETC)	Contingency (remaining)	Variation - Budget vs ETC	RAG	Comments	
Branxholme Water Main - (100349)	\$ 26,157,581	\$ 21,467,229	\$ 4,690,352	\$ 26,895,420	2,615,758 (1,100,000)	-\$ 737,839	Yellow	A highly complex project has presented significant challenges over the past year, primarily due to exceptionally wet conditions that have worsened the already difficult ground conditions. A new schedule has been established with the main contractor, instilling confidence in a completion date around June 2025, postponed from April 2025. However, this includes certain scope changes, the necessity to address the ground challenges, and the re-sequencing of other planned and unplanned activities. A Wealth of learning is being transferred to other major civil projects.	
Rugby Park - Stage 2 - 2024 (100887)	\$ 1,020,000	\$ 678,775	\$ 341,225	\$ 1,020,000	200,000 (200,000)	\$ -	Green	The project is complete with minor tidy-up and cleaning ahead of the Super Rugby fixture in early Feb 2025. The project will be completed by March 2025.	
P1225 - Museum (100551)	\$ 76,842,565	\$ 7,153,235	\$ 69,689,330	\$ 76,842,565	5,611,420 (5,233,411)	\$ -	Red	The Museum presents a narrative of two distinct facets: The Build and the Experience development. The main contractor has begun the year positively, with all consents and the physical building is progressing smoothly. The first wall panels are up, and we are observing weekly advances in concrete pouring for the foundations. However, challenges persist regarding the Experience design, particularly around mana whenua engagement and collections work programmes. Gibson Group is unable to complete the developed design phase, which has time and cost implications due to unresolved aspects of the project. Unfortunately, this is likely to have a tangible impact on our progress and the anticipated opening date for the public.	
Bluff Boat Ramp Stage 1 - (100335)	\$ 2,182,822	\$ 2,376,459	-\$ 193,637	\$ 2,480,500	198,337 (0)	-\$ 297,678	Yellow	The Western & Eastern jettys have reached practical completion. The bracing element design for the walkway to the Eastern portion is being developed. Full completion of stage 1 is planned for April 2025.	
Housing Innovation - Site 2 (100883)	\$ 3,029,500	\$ 184,961	\$ 2,844,539	\$ 3,029,500	250,000 (250,000)	\$ -	Green	All consenting is on track, plan to go to market in February with March/April start onsite.	
CCTV - Stage 1 & Scope (100698) & (100885)	\$ 2,300,342	\$ 1,224,885	\$ 1,075,457	\$ 1,980,800	254,958 (122,110)	\$ 319,542	Green	The CCTV project 95% complete with the last few of the sites going live in February 2025.	
Programme Total	\$ 111,532,810	\$ 33,085,544	\$ 78,447,266	\$ 112,248,785	\$11,203,670 (\$5,786,866)	-\$ 715,975			

ICC PMO Programme Dashboard: Risks (Overview)									
Report to 31 January 25			Programme Sponsor: Erin Moogan				Programme Director: Lee Butcher		
PROGRAMME STATUS									
PROGRAMME HEALTH STATUS (1 = GREEN (OK), 2 = AMBER (ON WATCH), 3 = RED (ESCALATE))									
ID	ITEM	Branxholme	Ruby Park STG 2	P1225 Museum	Bluff Boat Ramp - STG1	Housing Innovation - STG 2	CCTV - STG 1 & 2	DESCRIPTION	
1	Schedule								<p>Museum—The schedule is divided into two halves: Build and Experience. The Build phase is currently making good progress. However, progress on the Experience programme is under significant pressure, which may affect the facility’s opening. Securing mana whenua engagement through a contract with Waihōpai Rūnaka is in progress but behind schedule. This delay is impacting the overall Experience delivery timeline and the work programme for our Experience contractors, Gibson International, and our internal teams.</p> <p>Bluff Boat Ramp—The Eastern jetty was completed ahead of the summer season; the bracing design has been altered due to structural issues with the neighbouring ramp. Engineers have inspected and modified this, and we plan to fully complete the installation in the coming months. This will not affect the use of the pontoons, which are both fully operational.</p>
2	Financials								<p>Branxholme - The team continues to work with the contractor to find savings where possible, but there is still a likley over-run. This is mainly due to poor weather and extra work resulting from this. A few other items have been uncovered during the project, which means that contingencies have been fully committed.</p> <p>Museum - There are currently additional costs for the Experience programme, as Gibson International is unable to progress or complete significant aspects of the design without mana whenua engagement. The solution to this forms part of our strategy with Gibson International, where we will use the remainder of the design contingency to complete the Detailed Design phase. Detailed design will be incorporated into the production phase in the new contract. The mana whenua engagement programme costs are currently around \$200k, higher than our initial budget of \$60k to \$80k. We are confident that this can be accommodated within the overall project budget.</p> <p>Bluff Boat Ramp—The project team will expend the full contingency on the project due to issues with poor bedrock, design changes and poor condition of neighbouring structures that could not be fully assessed until the old jetties were fully removed. This cost will be drawn down from the capital programme contingency.</p>
3	Scope								<p>Branxholme—The team has uncovered a design and operation issue with the backflow protection to the rider-main. The team has worked with the BAU to develop options. The sponsor has approved a pumping solution that is the most practical and cost-effective option due to the main being on the fringe of the city and limited other cost-effective options.</p> <p>Museum - The latest stakeholder engagement has raised concerns around past information that has been circulated to the broader stakeholder groups with suggestions to make changes to otherwise agreed elements or add new elements not cost or budgeted in the main contractor bid. These are being tracked and cost ASAP and added to the contingency watch list.</p>
4	Resources								<p>Branxholme—The main contractor needs to recruit a new pipe-welding lead from a local contractor. This will result in some delays in welding and necessitate testing new equipment.</p> <p>Museum - The Team are concerned that the stakeholders are not well resourced or placed to support a project this size and pace. We have been directed to various groups and people, and all have limited resources and, to date, have not been able to commit the time to the project.</p>
5	Dependencies								<p>Museum - Gibson International and our internal museum team require significant support from mana whenua complete the developed design. This support needs to be in place to enable the detailed design and production phases.</p>
6	Quality								
7	Stakeholder								<p>Museum—The project team escalated issues to ELT and Council in October. Senior leaders are working to resolve cultural input to the project with mana whenua it continues to impact project time and cost.</p>
8	Benefits								
9	Health & Safety								
	Overall								<p>Branxholme - This project has been on watch for over six months due to ongoing weather delays and challenges in delivering the stages of the work to the original programme. The team have worked closely with the contractor to track all issues and re-forecast programmes and completions for each stage. A long-range schedule has been agreed, and completion has moved from April to June. Some of the cost over-runs will be contained within project contingencies, but there is likely an over-run that will be covered by the capital program contingency that has primarily remained used by the PMO in the last two years.</p> <p>Museum - The base build onsite works are progressing well and remain on schedule. However, concerns persist regarding the Experience design, particularly around cultural and curatorial content and design support. Gibson Group is struggling to complete the developed design phase, which is having time and cost implications. These issues have been further exacerbated by the Waihōpai Narrative support proposal, which has raised concerns about time, cost, and scope. Additionally, risks related to collection access and cultural items continue to persist.</p> <p>Bluff Boat Ramp - This has been quite a challenge due to rock conditions, lack of past investment and the general condition of the wider site. The PMO has delivered a robust solution that meets the needs of a wide range of users; a very tight budget has meant we had a limited contingency to cover unexpected conditions on the sea bed and neighbouring structures.</p>



REGIONAL PUBLIC TRANSPORT PLAN – ADOPTION FOR CONSULTATION

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 March 2025
From:	Doug Rodgers, Manager - Strategic Asset Planning and Rhiannon Suter, Manager – Strategy, Policy and Engagement
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Friday 28 February 2025
Open Agenda:	Yes

Purpose and Summary

This report provides Council with the draft Regional Public Transport Plan for consultation, alongside the Annual Plan.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report “Draft Regional Public Transport Plan for Consultation”.
2. Adopts the Draft Regional Public Transport Plan for consultation alongside the Annual Plan.

Background

This Southland Regional Public Transport Plan (RTP) has been prepared by Invercargill City Council (ICC) under delegation from Environment Southland. It lays out the future direction of public transport in Invercargill and the wider Southland Region for the next 10 years (2024-2034).

The 2021-31 RTP was developed in collaboration with Environment Southland (ES) Gore District Council (GDC) and Southland District Council (SDC), and partnered with Southland’s public transport operator and small passenger vehicle companies, to determine a collective and region wide approach that responds to Southland’s changing public transport needs and regional public transport priorities. This update to the 2024-34 RTP included engagement with our wider stakeholders including a Regional Public Transport Hui held on the 13 November 2024, and has been developed in accordance with NZ Transport Agency Waka Kotahi (NZTA) 2024 guidance.

The next stage is to consult on the proposed plan in line with the Council's Significance and Engagement Policy.

Issues

The review has identified a number of priorities for public transport in the region:

- Priority 1: Ensuring equitable access to essential goods and services
- Priority 2: Achieving value for money
- Priority 3: Responding to environmental priorities

The draft plan also speaks to a number of challenges to providing a financially sustainable service which effectively meets these priorities.

The challenge presented by a large region with minimal transport links is not new. Conversations have occurred on a semi-regular basis of the potential to provide bus services to other centres and pilot programmes may be possible in the future. Other issues related to effective funding of the Total Mobility programme and Central Government's new focus on user pays for bus transport are more recent.

Invercargill City Council is consulting on the proposed fees and charges for all services, including the bus service, as part of the Annual Plan process. Fees for the bus service will need to rise in response to Government direction and this is anticipated to make it more difficult to achieve the first priority to create equitable access to the service.

Next Steps

The draft Regional Public Transport Plan will be consulted on alongside the Annual Plan between 13 March 2025 and 13 April 2025.

A public workshop on the plan, where people can share their thoughts and ask any questions about the bus service, including the new proposed fares, is planned for 31 March 2025.

Attachments

Attachment 1- Draft Regional Public Transport Plan for Consultation (A5756861).

SOUTHLAND REGIONAL PUBLIC TRANSPORT PLAN 2024-34

INVERCARGILL CITY COUNCIL

27 APRIL 2025

A5756861

This document has been prepared for the benefit of Invercargill City Council.

Executive Summary

This Southland Regional Public Transport Plan (RPTP) has been prepared by Invercargill City Council (ICC) under delegation from Environment Southland. It lays out the future direction of public transport in Invercargill and the wider Southland Region for the next 10 years (2024-2034).

The 2021-31 RPTP was developed in collaboration with Environment Southland (ES) Gore District Council (GDC) and Southland District Council (SDC), and partnered with Southland's public transport operator and small passenger vehicle companies, to determine a collective and region wide approach that responds to Southland's changing public transport needs and regional public transport priorities. This update to the 2024-34 RPTP included engagement with our wider stakeholders including a Regional Public Transport Hui held on the 13th November 2024, and has been developed in accordance with NZ Transport Agency Waka Kotahi (NZTA) 2024 guidance.

Three priorities have been agreed:

Priority 1: Ensuring equitable access to essential goods and services

Invercargill and Southland have a high percentage of older people, children and people with disabilities for whom public transport provides vital access to employment, education, shops, social and health facilities. Outside the Invercargill urban area, communities are dispersed, leaving many physically isolated from basic community services and vulnerable to changing circumstances. This RPTP aims to ensure equitable access is provided to essential goods and services through continuous service improvement and innovation, so that the varying needs of Southland's dispersed population can increasingly be met.

Priority 2: Achieving value for money

Prior to COVID 19, patronage on Invercargill's bus service was declining since service changes were implemented in 2012. However, patronage has been increasing since 2020 following network and timetable changes in Invercargill that have made services more convenient for more people. It has also expanded on the use of technology and promoted the Bee Card smart ticketing system. However, the new farebox recovery targets for Invercargill, recently set by NZTA, highlight the need to further increase patronage by a substantial amount. Moreover, given the new farebox recovery targets are high, relative to existing targets, conversations around alternative funding sources (such as commercial revenue) will likely be required to ensure maintenance and expansion of PT services in Southland. Total Mobility will continue to be provided and costs of the scheme to ICC monitored on an ongoing basis and adjusted as required. At the same time, ICC will continue to work to achieve an appropriate balance between delivery and value for money.

Priority 3: Responding to environmental priorities

The national direction to reduce emissions to net zero by 2050 presents both a challenge and an opportunity for this RPTP. With the government requirement under the Emissions Reduction Plan 2026-30 that all new buses introduced after 1 July 2025 must be zero emissions, ICC will work with operators to understand how this will be realised and communicate these options to local communities to start a conversation about sustainable transport. This will include contextualising public transport within the overall transport system. In other words, considering all parts of a journey and recognising that a better public transport system (i.e., one that attracts patrons and is able to be used by a wide range of people) will reduce reliance on private vehicles and will therefore help to shape a more sustainable transport system overall.

Action Plan Summary

In the short (1-3 years) term, the focus will be on consolidating and improving Invercargill's recently introduced bus network, bus smart terminus and ticketing system. During this period, opportunities to improve services includes exploring more frequent services, stronger linkages to Bluff and Rakiura, better provision for the disability sector, scoping on-demand services, and improved information provision and infrastructure. In the medium (4-10 years) term, opportunities to further improve services, including for investment in new services that meet wider Southland communities' needs, will be tested.

Supporting objectives and policies will enable delivery of public transport services and help achieve the overall outcomes of:

- Accessible and integrated public transport for all members of the community
- A quality public transport service that will continue to grow patronage
- Sustainable public transport that is affordable and provides value for money

- Making services easier to understand and use through up to date and accurate information including continuous improvements.

To stay on track and ensure success, the RTP will be monitored and performance measured against established targets including growth in patronage, improved customer ratings and higher farebox revenue. These results will be regularly reported to the relevant Councils and region's Total Mobility Committee.

Glossary

Term	Full Name
ACC	Accident Compensation Corporation
CBD	Central Business District
COVID-19	2019 novel coronavirus
ES	Environment Southland
GDC	Gore District Council
GPS	Government Policy Statement
ICC	Invercargill City Council
ILM	Investment Logic Map
LTMA	Land Transport Management Act 2003
NLTP	National Land Transport Programme
NZEECS	New Zealand Energy Efficiency and Conservation Strategy
NZTA	NZ Transport Agency Waka Kotahi
RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan
SDC	Southland District Council

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1. Introduction

This Southland Regional Public Transport Plan (RTP or 'Plan') has been prepared by Invercargill City Council (ICC) under delegation from Environment Southland. ICC has managed regional public transport for Southland under delegation since 2002.

The RTP is a strategic document that sets out ICC's objectives and policies for delivering public transport in Invercargill and the wider Southland Region for the next 10 years (2024-2034). It describes the current services and the policies which those services will operate under. It also explains how ICC will work in partnership with operators, neighbouring territorial authorities and Environment Southland (ES). Any changes to the plan will be managed in accordance with ICC's Significance Policy in [Appendix A](#).

The Plan is consistent with the 2024 update to the joint Otago Southland Regional Land Transport Plan 2024-34 and Waka Kotahi NZ Transport Agency (NZTA) guidelines issued in 2024¹. Part 5 of the Land Transport Management Act (LTMA) provides a definition of the types of public transport services covered by this plan.

This Plan replaces the Southland RTP (2021-2031) adopted in 2021.

1.1 Purpose and Principles

This statutory plan provides a means for councils, transport operators and stakeholders to work together to develop and improve public transport services and infrastructure in Southland Region, while also enabling public input into the design and operation of Southland public transport system.

The purpose of the plan and principles for public transport services are defined in the Land Transport Management Act 2003 (LTMA). The purpose of the plan is to:

- describe the public transport services that are integral to the public transport network
- define the policies and procedures that apply to those public transport services
- identify the information and infrastructure that support public transport services.

The principles guiding delivery of public transport services are:

- The Council, the Transport Agency and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.
- The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.
- Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently.
- Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services.
- The planning and procurement of public transport services should be transparent².
- The planning and provision of public transport services should support mode shift to public transport, and reduce reliance on single occupant vehicles and associated environmental and health impacts.
- Embracing technology to support the planning, procurement and delivery of public transport services.

1.2 Collaboration and Partnership

The 2021-31 RTP was prepared in collaboration with ES, Gore District Council (GDC) and Southland District Council (SDC). Initial discussions relating to the scope of the plan highlighted that public transport provision

¹ <https://www.nzta.govt.nz/assets/resources/guidelines-for-regional-public-transport-plans/docs/2024-development-guidelines-for-regional-public-transport-plans.pdf>

² Refer to ICC's Transport Procurement Strategy 2022-25 for detail on public transport service procurement

continues to be the focus of ICC. However, it also highlighted the need for collective and region wide public engagement, throughout the life of this plan, to increase the understanding of the region's changing public transport needs. This update to the 2024-34 RTP included engagement with our wider stakeholders including a Regional Public Transport Hui held on the 13th November 2024. Our stakeholders who provided input through the Hui are:

- Active Southland
- Age Concern
- Bluff Community Board
- Bus Smart
- Combined Disability
- CCS Disability Action
- Deaf Community Southland
- Environment Southland
- Gore District Council
- Invercargill City Council
- Migrant Network
- S.O.A.R. (Securing Our Aspirational Realities).

The 2021-31 RTP was prepared in partnership with Southland's operator and small passenger vehicle companies. At the time of preparing the 2024-34 RTP the future services were out to tender and further engagement was not undertaken. However, ICC recognises that operators have a unique and close perspective on how the service is performing and on what improvements might be made.

Region wide governance of the Total Mobility scheme is provided by a Total Mobility Committee. The Committee is comprised of representatives from the Small Passenger Transport companies, as well as disability organisations and the local authorities in whose areas the scheme operates. This Committee has provided a useful forum for seeking input into the preparation of this RTP.

2. Strategic Context

2.1 Regional Overview

The Southland region comprises the south-western portion of the South Island and Stewart Island/Rakiura. The maps in [Figure 2-1](#) show the boundary of the Southland Region, with territorial authority inserts for Southland District, Gore District and the City of Invercargill.

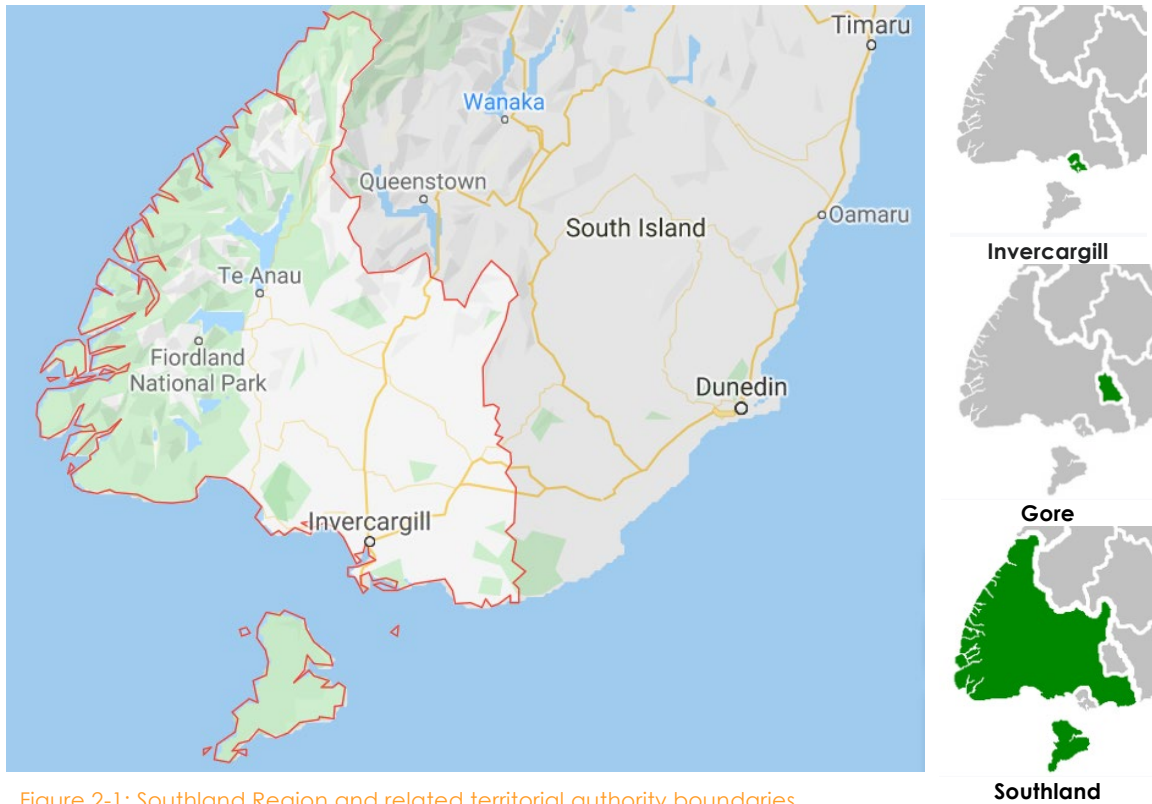


Figure 2-1: Southland Region and related territorial authority boundaries

Invercargill is a small, compact city. It is the commercial centre of the Southland Region, and has a full range of banking, social services, and education, health and transport services. The Invercargill City area includes the township of Bluff.

Gore District is also relatively small. Gore is the main centre in the district, and service town for the surrounding farming communities.

Southland District, by comparison, is large and covers the majority of the Region. Southland District includes Stewart Island/Rakiura and two of New Zealand's largest national parks - Fiordland National Park, and Rakiura National Park (which covers most of Stewart Island).

Most of Southland's population of approximately 100,000 usual residents is concentrated on the eastern Southland Plains. The western part of the region is almost totally devoid of permanent human settlement, making Southland one of New Zealand's most sparsely populated regions. Many communities have to travel a long distance to essential services. Table 2-1 below shows the travel distances between Invercargill, with over half the region's total population, and the Southland Region's six largest towns.

Table 2-1: Main Centres in Southland - Population and Distance

Urban Centre	Territorial Authority	Population (NZ Census 2023) ³	% of region	Km to Invercargill	Km to Gore (if closest centre)
Invercargill	Invercargill	48,990	48.9%	0	

³ 2023 Census usually resident population (rounded to nearest 10)

Urban Centre	Territorial Authority	Population (NZ Census 2023) ³	% of region	Km to Invercargill	Km to Gore (if closest centre)
Gore	Gore	8,180	8.2%	63 km	
Winton	Southland	2,480	2.5%	30 km	
Te Anau	Southland	2,750	2.7%	150 km	136 km
Bluff	Invercargill	1,800	1.8%	31 km	
Mataura	Gore	1,650 ⁹	1.6%	50 km	13 km
Riverton	Southland	1,710	1.7%	40 km	

There are many other settlements spread across the region, but none have a population greater than 1,000. Southland Region has a rural population twice the national average, however this is still only a little more than a quarter of the total regional population.

The map in [Figure 2-2](#) below shows the distribution of main communities in the Southland District.

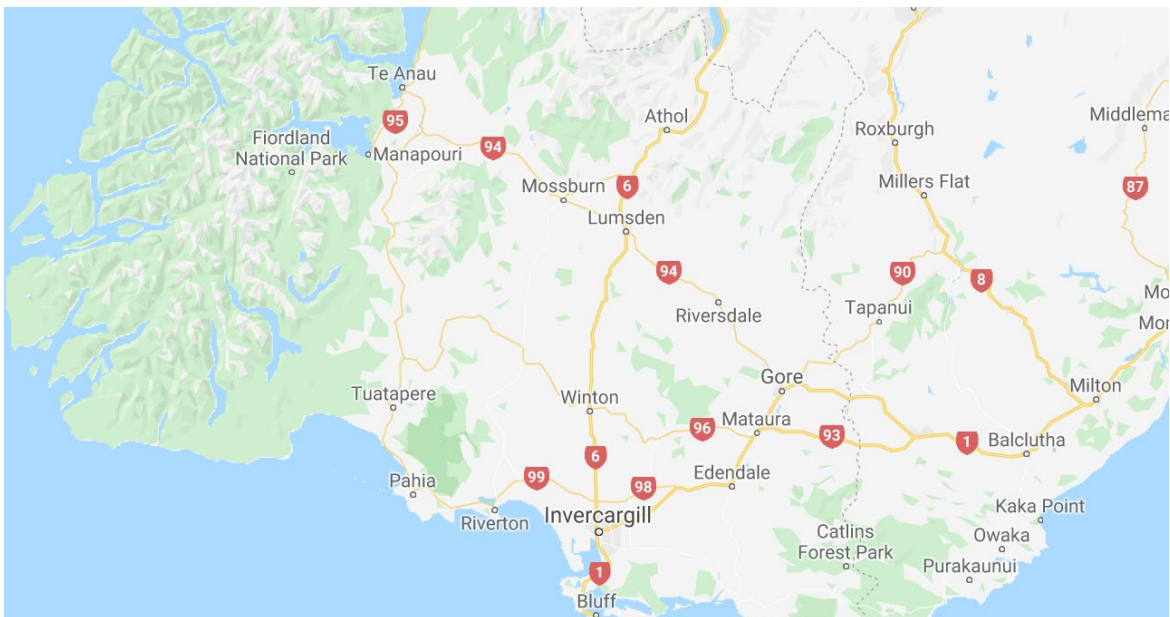


Figure 2-2: Southland Region main urban centres and settlements

Public transport services are currently predominantly urban in focus, however the region is a diverse mix of urban centres, rural service towns and outlying rural areas, with generally low population densities. There are relatively low to no levels of congestion experienced on the urban transport network relative to larger centres in the New Zealand context. This makes it difficult for public transport to compete with private vehicle use in providing convenient and direct access to essential services in urban centres.

The rural nature of much of Southland also provides a challenge for expanding public transport services beyond the main urban centres. Low density rural areas coupled with the largely free-flowing regional transport network precludes providing affordable and attractive public transport offerings.

2.3 Strategic Alignment

This Plan has been prepared to align with national and regional direction for public transport. This alignment is set out in Table 2-2. A summary assessment of relevant local strategies, policies and plans is in [Appendix B](#).

Table 2-2: Strategic Alignment (National and Regional direction)

Document	Relevance
Land Transport Management Act 2003 (and subsequent amendments)	<p>Part 5 sets out the statutory provisions relating to the regulation and management of public transport.</p> <p>The amended LTMA requires that an RPTP identifies, in partnership with key stakeholders, integral services and units and sets out supporting objectives and policies; is developed in partnership and collaboration; contains a significance policy and aligns with the relevant RLTP.</p> <p>It also requires the RPTP to identify groups of people that will be considered 'Transport Disadvantaged' and describe how it will assist them in overcoming the transport challenges they face. Transport disadvantage, if not addressed, has a negative impact on people's lives, resulting in social exclusion, poor health and quality of life outcomes.</p> <p>The public transport system described in this Plan seeks to provide for the accessibility needs of the Region's transport disadvantaged. Other transport solutions for groups and/or communities with specific needs include:</p> <ul style="list-style-type: none"> • Continued support for the national SuperGold Card off-peak free travel scheme • Continued provision of the Total Mobility scheme in both Invercargill and Gore • School bus services where appropriate • Support for trials e.g., on demand services. <p>The LTMA also requires that every RPTP take into account any national Energy Efficiency and Conservation Strategy (NZECS). The NZECS promotes energy efficiency, energy conservation and renewable energy in New Zealand. The objective for the transport sector is 'a more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies.</p> <p>This RPTP contributes to this NZECS by including policies to increase public transport mode share and encourage a shift towards reduced transport energy consumption and lower emission buses.</p>
Government Policy Statement on Land Transport 2024 (GPS)	<p>Sets out the government's outcomes and priorities for the land transport sector and its broad transport funding allocations over the next decade. Influences decisions on how money will be invested through the National Land Transport Programme (NLTP) across activity classes, including public transport.</p> <p>This RPTP contributes to the GPS (2024) priority around Value for Money by focusing on increasing farebox recovery and third-party funding; Safety, recognising that increasing access to safer modes of travel (e.g. public transport) can improve road safety; and by enabling better travel choices and resilience to support Economic Growth and Productivity.</p>
Climate Change Response (Zero Carbon) Amendment Act (2019)	<p>Provides a framework by which New Zealand can develop and implement clear and stable climate change policies. Sets a new domestic greenhouse gas emissions reduction target for New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.</p> <p>This RPTP contributes to this goal by recognising the importance of environmental outcomes for Southland and establishing an action plan that helps transition Southland's transport system towards low emission targets.</p>

Document	Relevance
<p>Aotearoa New Zealand's First Emissions Reduction Plan</p>	<p>Recognises that the transport sector is one of New Zealand's largest sources of greenhouse gas emissions. It contains three focus areas to reduce transport emissions:</p> <ol style="list-style-type: none"> 1. Reduce reliance on cars and support people to walk, cycle and use public transport 2. Rapidly adopt low emissions vehicles 3. Begin work now to decarbonise heavy transport and freight <p>There are four transport targets to support these focus areas:</p> <ol style="list-style-type: none"> 1. Target 1 Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options. 2. Target 2 – Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035. 3. Target 3 – Reduce emissions from freight transport by 35 per cent by 2035. 4. Target 4 – Reduce the emissions intensity of transport fuel by 10 per cent by 2035. <p>This RPTP aligns with the direction of the Emissions Reduction Plan by supporting investment into low emission buses in the short term, and electrification of buses in the long term, and reduces reliance on cars by supporting the use of public transport in Southland.</p>
<p>Land Transport Management Regulation of Public Transport Amendment Act 2024</p>	<p>Sets out the amendments to the Land Transport Management Act 2003. This RPTP reflects the changes to the Land Transport Management Act 2003 which includes new requirements that must be taken into account when preparing or reviewing a RPTP.</p>
<p>Mid-term Review Southland Regional Land Transport Plan 2021-2031 (2024)</p>	<p>The Otago Southland Regional Land Transport Plans 2021-2031 underwent a mid-term review in 2024. It is jointly prepared to acknowledge the shared challenges and opportunities the two regions face. The plans provide insights into the current state of the transport networks, challenges faced and future investment priorities.</p> <p>This RPTP contributes to the long term (30 year) objectives set for land transport in Otago and Southland in relation to Road safety recognising that increasing access to safer modes of travel (e.g. public transport) can improve road safety, Connectivity and Choice by providing transport choice for people to get to employment and education, and Environmental Sustainability by supporting investment toward low emission buses in the short-medium term and electrification of buses in the long term and reducing reliance on private vehicles.</p>

2.4 Funding for Public Transport

The GPS sets an expectation for increased private share revenue to support increased levels of public transport expenditure while reducing the pressure on ratepayers and taxpayers. As such ICC is required to increase the amount of private share i.e., passenger fares, private fare substitutes, commercial revenue or enforcement fees. The overall objective being to reduce the financial cost on rate and taxpayers.

Funding for public transport currently comes from three main sources:

- Fares: paid by customers to use public transport (farebox)
- Targeted rates: collected by ICC for services (both public transport and Total Mobility) and infrastructure (as this is local funding, it often gets called local share)
- Central government: via the National Land Transport Fund and SuperGold scheme.

The ability to fund public transport services from fares is driven by patronage and the fares that are paid. ICC has set fares to recover from customers what it considers to be a “fair and equitable” amount of what it costs to operate contracted public transport services. The NZTA previously had a farebox recovery policy that set a national farebox recovery target of no less than 50%, to be achieved over two three-year funding cycles from 2010. The policy was introduced with the objective of providing equitable cost sharing between public transport customers, local government funding and the NLTF. The national farebox recovery target was an aggregated national target at the time the policy was introduced, and it did not mean that every Council’s PT network had to meet 50 percent farebox recovery. The larger metros covered the bulk of the costs and revenue to the point where small networks were inconsequential to achieving the target. However, in the decade to 2023, the private share contribution to operating costs of public transport has fallen significantly, due to both changing policy settings, the Covid-19 pandemic which impacted patronage (and therefore fares paid) and the subsequent half price fares policy that was introduced to increase patronage back to per-Covid levels as well as increasing operating costs (e.g., driver wages)

Following the release of the GPS 2024, including new ministerial expectations, NZTA proposed new and increasing nationwide farebox recovery targets for 2024/25, 2025/26 and 2026/27 which will require a substantial increase in patronage. The setting of regional targets with Public Transport Authorities are to be agreed between each Authority and NZTA. At the time of writing ICC and NZTA and negotiating the Southland region’s targets.

The low patronage and low fares have not kept up with the costs of delivering public transport services and ICC is currently achieving approximately 9% fare box recovery, a figure which has dropped from 20.3% in 2018/19.

ICC’s approach to farebox recovery is embedded in the objectives and policies of this Regional Public Transport Plan, in particular:

- Regular fare review and appropriate adjustments
- Initiatives to increase patronage
- Control of unit operating costs through efficient operating and procurement practices

Total Mobility funding is set regionally and funded by the Local Authority where the trip is generated (either Invercargill or Gore). Funding subsidy is set at 50% of the fare with a maximum subsidy of \$50.00 (inc GST) per trip. In response to substantial increases in demand for Total Mobility ICC are (at the time of writing) in the process of reviewing Total Mobility budgets.

3. Southland Public Transport System

Southland's current public transport system includes the Invercargill City bus network and discounted travel system (RideWise), provided under the Total Mobility scheme, in Invercargill, Gore and Southland Districts.

3.1 Invercargill Bus Network

The Invercargill public bus network comprises one public transport Unit. It is made up of three through-routes (Waikiwi-Newfield, Hargest to Clifton and Waverley to Kingswell) detailed in **Appendix D**. These services depart from the BusSmart Terminus on Tay Street.

There are 15 services each weekday commencing at 7:20am and the final service departing at 5:20pm. The early morning and late afternoon runs operate every 30 minutes, and the middle of the day runs operate every 60 minutes.

On Saturdays, the southern routes each commence at 10:20am with the final service departing at 4:20pm, operating every 60 minutes and the northern routes each commence at 10:50am with the final service departing at 3:50pm, operating every 60 minutes. There are no services on Sunday and public holidays.

In addition, the Unit includes five school routes (Clarendon, Clifton, Newfield, Waikiwi and Windsor) and an additional weekday service (on two separate routes) to and from Southland Disability Enterprises, in the morning and evenings only.

All services are considered integral services⁴ and all services operate as a single Unit. All services are urban and currently categorised as connector services under NZTA guidance⁵ with the primary functions to:

- provide coverage enabling access to essential services, employment, education, social and cultural opportunities, and
- provide reliable lower frequency services all day across a broad geographic area.

At the time of preparing this Plan the Unit contract is out for tender and will be awarded in early 2025.

Bus infrastructure complements the integral urban services in the form of bus stop signage, and seats and shelters for patrons. At a minimum signage is provided to assist with wayfinding, and seats and shelters are provided for a more comfortable customer experience on inbound stops, particularly those where there is higher demand, where there is more likely to be elderly and/or less able patrons waiting, and where the bus stop is more exposed to the weather. A rolling programme of ongoing infrastructure improvements over time will further improve wayfinding and public transport customer experience.

3.2 Fare Structure

The current Invercargill bus fare structure was introduced in November 2019⁶. A \$2 flat fare was introduced in 2019 to simplify the system and encourage use, since the previous fare structure with peak and off-peak fares was complex and potentially discouraging use. This has since increased to \$2.20 to account for increased operating costs. Cash fares are currently \$3 except for children up to 12 years of age who ride free.

ICC supports the SuperGold card scheme in accordance with the Transport Agency guidelines. Holders of Super Gold Cards travel free during off-peak hours (8:55am to 2:55pm weekdays and Saturdays), when their Bee Card has been loaded with a concession (linking their gold card number to the MSW database). Various other concessions are provided as shown in Table 3-1.

Table 3-1: Fare Structure (Invercargill Bus Network, Cards)

Card Type	Cost
Adult or unregistered Bee Card	\$2.20

⁴ Those services that are identified in the RPTP. Only identified and integral services can be subsidised by NZTA and local authorities.

⁵ Should more regular services be achievable in the future they may be re-categorised as frequent services.

⁶ It is noted that between March 2022 and June 2023 all passengers received half price fares under a central government directive which later was restricted to half price fares for under 13 and/or under 25 year old passengers through to 2024.

Child/Youth (0-12 years old)	FREE
Youth Plus (13-24)	\$1.10 (50% discount off adult fare)
Bee Cards with Community Connect Concession	\$1.10 (50% discount off adult fare)
Bee Cards with SuperGold Card Concession (travelling between 8:55am and 2:55pm)	FREE
SuperGold card holders (travelling between 8:55am and 2:55pm)	FREE
Community Services Card holders (with Community Connect loaded onto their Bee Card)	50% discount

Table 3-2: Fare Structure (Invercargill Bus Network, Cash)

Rider type	Cost
Children under 5	FREE
All other riders	\$3.00

The 'Bee Card' replaced the Otago/Southland's 'Bus Smart' card in mid-2020 with Invercargill going live in June 2020. The Bee Card is a tag on/tag off ticketing system that automatically calculates the correct fare, applies fare discounts or preapproved concessions. Further development of travel card options will emerge as NZTA's national ticketing solution known as Motu Move⁷ evolves.

Future fare changes are likely to focus on ensuring an effective rollout of Motu Move to encourage use and a wider price variance between cash and card use. Fares will need to be gradually increased to meet operational cost increases and the new targeted farebox recovery.

3.3 Total Mobility

Total Mobility is a national transport scheme that provides subsidised licensed taxi services for eligible people who cannot use/ access public transport due to a physical, intellectual, psychological, sensory or neurological disability⁸. At the time of updating this Plan the Total Mobility Scheme is being reviewed by the Ministry of Transport. Subject to the outcome of this review, ICC may need to implement changes to the local implementation of the scheme in the future.

Total Mobility is currently available in Southland District, Gore District and Invercargill City. ICC administers the scheme, and each council funds travel for registered users from their district.

In addition to half-priced fares (up to a maximum subsidy of \$50 per one-way trip), the scheme also subsidises vans capable of carrying people in wheelchairs. The subsidy provides an extra \$10.00 (excluding GST) per trip, to cover the addition time and cost to operators of providing this service.

The Scheme also provides a subsidy to assist with the costs of installing the necessary equipment into vans to enable them to carry wheelchairs and mobility scooters. The maximum subsidy available for van conversions is up to \$23,000 per van. There are a number of eligibility criteria for the subsidy. This is to protect the investment for Southland and ensure that vans remain in use within Southland.

Total Mobility customers travel using the RideWise electronic payment card. The Card provides an improved method of managing travel. It can be used in most other centres in New Zealand, ensuring less disruption and the need for multiple operating systems.

⁷ <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/national-ticketing-solution/motu-move/>

⁸ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/total-mobility-scheme>

4. Regional Priorities

Development of this RPTP has focused on three top priorities for Invercargill and the Southland Region. These align with current national and regional direction for public transport. They also continue to respond to the problems identified during the Investment Logic Map (ILM) stakeholder workshop in 2017 when the business case for the prior RPTP was developed. The two problems identified in 2017 relate to access and value for money. These have been discussed with stakeholders at the 2024 transport hui and are updated accordingly.

4.1 Ensuring Equitable Access to Essential Goods and Services

Ensuring equitable access is the primary purpose of Southland's public transport system. This means that the public transport system needs to specifically accommodate the varying needs of the transport disadvantaged⁹. Public transport is provided to ensure that the basic needs of everyone in the community, particularly those without access to private transport, are met and that people can access essential goods and services including purchasing groceries, access to healthcare, education and employment centres.

There is a greater percentage of people aged 65 and over in Invercargill and Southland, than nationally. Older people are particularly vulnerable to social isolation due to loss of health, mobility, income or support networks. There are also slightly more children 15 years and under than nationally. This is the age group who are unable to drive.

There rates of disability in Invercargill and Southland are above the national average. In the 2023 census, Statistics NZ asked whether people had difficulty performing any of six basic universal activities (walking, seeing, hearing, cognition, self-care, and communication) to understand 'activity limitations'. A total of 8.9% of respondents in Southland Region reported one or more activity limitations which is higher than the national average of 8.1%. Southland Region also reported higher than national percentages of persons with a lot of difficulty or being unable to see (1.9% compared to 1.8%), a lot of difficulty or being unable to walk (4.1% compared to 3.2%) and experiencing a lot of difficulty or being unable to hear (2.2% compared to 1.7%).

The Southland Region also has higher proportions of persons aged 65 years and older as recorded in the 2023 census compared to national averages as shown in Table 4-1. This is particularly the case in Gore where 21.4% of the population are aged 65 or over.

	Under 15 years	15-29 years	30-64 years	65 years and over
NZ Total	18.7%	19.4%	45.3%	16.6%
Southland Region	18.9%	17.2%	45.4%	18.5%
Southland District	20.1%	15.8%	46.7%	17.4%
Gore District	18.1%	16.9%	43.6%	21.4%
Invercargill City	18.4%	18.0%	45.1%	18.4%

Table 4-1 2023 Census Usually Resident Population Percentage by Age (Life Cycle Groups)

Public transport also provides choice for people to access work, education, social and health facilities, and other activities such as retail services. In Invercargill and Southland this is very important where the communities are dispersed, and opportunities are centralised. Southland's primary care hospital is located in Invercargill, as are key agencies such as Ministry of Social Development, ACC and Ministry of Justice (High Court), and Southland's only Tertiary level education provider. ~~Providing people with better travel options to access places for earning, learning, and participating in society is a strategic priority of the GPS.~~

Given the Southland context, ensuring equitable access to essential goods and services is critical in ensuring all are given the opportunity to actively participate in society. This is because different people face different barriers to accessing public transport, and therefore people's needs differ. It is important that the public transport system recognises this, specifically that some people require more support than others to be able to access the public transport service. This could be because of one's physical condition, financial situation, or their geographic location.

Those living in Southland's small settlements and rural areas are physically isolated from basic community services. As a result, they have no transport alternatives to private car ownership. This makes them vulnerable to changing circumstances, for example if a private vehicle is out of service, they lose the ability to drive, or transport affordability changes due to reduced income or being forced to consume more travel costs than

⁹ See Appendix B for definition of transport disadvantaged.

they can afford. Changes resulting in increased transport disadvantage, if not addressed, can have a negative impact on people's lives, resulting in social exclusion, poor health and quality of life outcomes.

The "Better Later Life – He Oranga Kaumātua 2019 to 2034 strategy" was launched in 2019 and replaces the Government's Positive Aging Strategy (2001). Better Later Life acknowledges the importance of access to public transport to support aging people living in a place they call home safely and where possible, independently. The strategy seeks for the public transport network to be improved so it better meets the needs of older people.

How to provide access to diverse communities and Southland's widely dispersed rural population is an ongoing challenge. From time to time these communities express an interest in a service and/or seek some sort of public transport support. A number of regions similar to Southland are providing or trialling new initiatives, such as on-demand services. On-demand services are a flexible service which moves away from the current fixed route model operated in Invercargill. They have the potential to provide access to essential services for those members of the public that have difficulty with the first mile and last mile of their public transport journey whether that be due to their location or their mobility. They have the potential to complement or supplement existing services, or to replace existing services much as they have done in Timaru with their MyWay service. On-demand services may be a good fit for Southland, but requires balanced consideration in light of the benefits of these services and the cost of service provision. Conversations are also occurring around how to connect areas such as Stewart Island / Rakiura and Bluff for both local and tourism trips, and these may be suitable candidates for fixed route or on-demand services alike.

It is also recognised that information on how to use public transport can be difficult to access and understand. This, coupled with relatively low awareness of the service generally, is likely to contribute to low patronage. Going forward, there will be ongoing conversations around how the legibility of and accessibility to information can be improved and how information systems (such as routing information) can be made more user-friendly. This will include consideration of how information is tailored to all members of the community, reflecting the concept of equitable access.

A key part of ensuring accessibility through this RPTP will be continuing the conversations we are having with the Invercargill and wider Southland Region community, to raise awareness of what access is available and to understand the community's needs.

4.2 Achieving Value for Money

The ongoing development and delivery of Southland's public transport service relies on the continued support of investment partners. Central and Local Government funding currently provides 91% of the total cost of Southland's public transport services.

Value for money is a principle driving all Government transport investment through the 2024 GPS and NLTP and a priority for ICC in balancing financial resources. Decisions based on value for money can limit services.

NZTA have recently set revised farebox recovery targets for Invercargill which are very high relative to current targets. The implication for ICC is that the cost pressure of providing public transport services will increase unless funding private share is increased substantially. This presents a significant challenge not only in the context of maintaining existing service provision, but also for providing expanded or new services. This is problematic given the discussions around extending / improving services to ensure equitable access for all. This presents a dichotomy and in practice is likely to mean that not all improvement initiatives can be delivered, even though they may deliver value or align with other priorities in this Plan. To address this, when considering changes to the service, ICC will consult with the community around their willingness to pay for improved, expanded or new services. This will ensure that cost remains a consideration when the public provide feedback and will help the community to better understand the costs associated with providing better services.

In terms of patronage, Invercargill's bus service carried 183,000 passengers in the 2018-19 financial year, a decline of 32% over the 2013-14 financial year, following changes to services in 2012. The trend from 2019 to 2020 showed a further decline with 165,000 trips¹⁰. Some of this decline can be attributed to route changes, timetable adjustments and loss of a free inner city bus. ICC responded to this decline by improving the customer experience. In addition to the simplified fare structure, ICC has worked with its operator to provide

¹⁰Estimated for COVID 19 Impacts

in-service improvements including free on-board Wi-Fi, real time travel information for journey planning and on-board journey information. Network and timetable changes were implemented following the smart ticketing changes.

It is positive to note that since then, the 2023/24 financial year saw a shift with patronage increasing again (from 165,000 trips in 2020/21 to 175,637 trips in 2023/24), and it is noted that this is a period over which patronage recovered following the impacts of COVID-19. Although this is a shift in the right direction, more work is needed to continue to increase patronage. This will help to reduce cost pressure on ICC in the face of increased farebox recovery targets set by NZTA, and to satisfy investors that they are getting value for money, which in turn will ensure continued support for Invercargill's public transport service.

Part of the way in which value for money can be better achieved is to ensure that services appeal to a wider sector of the community, rather than just those on low incomes, with disabilities, or without a car, SuperGold card holders and school students. Ongoing work to make the Invercargill bus network more attractive for regular users, such as by improving information accessibility, bus frequencies and general promotion of the service, will be important in increasing patronage. Together, this will form part of the conversation about the future transport system for Invercargill.

The region wide Total Mobility scheme, which provides transport assistance to people with disabilities, has proven to be effective in enhancing accessibility for those eligible to use the service. In that sense, it is regarded as being a successful initiative that has delivered value for those in need of transport assistance. However, at the same time, the Council's Total Mobility Budget (set circa \$600k per annum) has been regularly exceeded because it is based on a lower forecast number of trips. However recognising the value delivered by the service, ICC has recently increased the level of funding for Total Mobility so that it is reflective of demand. This will be reviewed on an ongoing basis to ensure that the level of funding remains commensurate with demand.

There are 2,227 people in the Southland Region registered for the Total Mobility scheme in 2021. Approximately 103,366 trips were made in 2023/4 in Southland¹¹. This corresponds to approximately one return journey per eligible person per fortnight. 91.5% of trips were made in the Invercargill service area and the remaining 8.5% in the Gore Service Area. Maintaining support for the Total Mobility scheme is a good opportunity to provide value for money to investors.

Provision of public transport continues to be supported by Invercargill rate payers. This is evident through Invercargill's Long-Term Planning and Annual Planning processes where public transport services continue to feature as a key part of Invercargill City's commitment to supporting its residents and their needs. In contrast, public transport has little if any profile for Southland District and Gore District Councils. This is evident in the councils' respective annual Residents Opinion Surveys. In 2017 Southland District Council received 328 responses to its Residents Opinion Survey, of which 1% (3 responses) noted public transport as an important issue the Council needed to address. Public transport was not prioritised by respondents in Gore's Residents Opinion Survey's between 2017-2019.

4.3 Responding to Environmental Priorities

The New Zealand Government has adopted a Zero Carbon Act which aims to reduce emissions to net zero by 2050. Transforming to a low carbon transport system that supports emission reductions is a key focus of the Emissions Reduction Plan. These national directions present both a challenge for Southland RPTP and an opportunity. The public transport system can play a role in this through:

- Transitioning to energy efficient low emission/electric buses, which will reduce carbon emissions from fuel, as well as reducing noise and improving air quality
- Providing a high-quality service that attracts motorists to use the bus instead of driving, leading to less cars on the road and lower carbon emissions.

These outcomes are reflected in the Southland Regional Air Plan (2016) which supports reducing vehicle emissions, the use of alternative fuels and promotion of public transport as ways to improve air quality in parts of Southland, including Invercargill and Gore, where ambient air quality is poor or has been degraded. Furthermore, in January 2021 the Government announced that it is committed to decarbonising the public transport bus fleet. As a result, by 2025, the Government will only allow zero-emission public transport buses to be purchased. The end target is for the national public transport bus fleet to be decarbonised by 2035.

¹¹ <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>

The buses used in Invercargill have been on the network for approximately five years. The majority were repurposed from the Bay of Plenty region when the Tauranga bus fleet was changed. The current fleet includes nine buses meeting 'Euro IV' environmental standards¹² and eight buses having a rating less than Euro IV.

It will be important for ICC to work with operators over the next 10-year period (and include requirements in future contracts) to understand opportunities to improve the bus fleet for reduced emissions including meeting NZTA's requirements for any new buses¹³ to meet the Euro VI standard prior to 1st July 2025, and for zero-emissions vehicles from 1st July 2025. It will also be important for ICC to communicate these opportunities to local communities to understand aspirations around sustainable transport. This will be particularly relevant if the availability of energy efficient low emission buses motivates customers to use public transport and helps grow patronage.

While transitioning to a low-emission bus fleet will directly reduce emissions, this needs to be coupled with contextualising public transport within the overall transport system. In other words, considering all parts of a journey and recognising that a better public transport system (i.e., one that attracts patrons and is able to be used by a wide range of people) will reduce reliance on private vehicles and will therefore help to shape a more sustainable transport system overall. This illustrates that a key driver of success relating to this priority will be in part determined by the success of the other two priorities in this plan (equitable access and value for money)

4.4 Summary

A careful balance will be needed to address the priorities of this RPTP. Maintaining and improving access is vital for the vulnerable members of Southland's communities and the transport disadvantaged. And to ensure ongoing support from investors, services need to be viable and provide value for money. However, services that do not meet the needs of the community or that provide a poor-quality experience are unlikely to be supported. This RPTP continues the journey for Invercargill and Southland, striking a balance between continuing to serve those who already need and use the service and attracting new users to improve value for money, whilst improving environmental outcomes.

¹² Euro IV is a European standard introduced in 2006 to reduce pollutants from Internal Combustion Engine vehicles.

¹³ <https://www.nzta.govt.nz/assets/resources/requirements-for-urban-buses/docs/requirements-for-urban-buses-2024.pdf>

4.5 Action Plan

To address the priorities for Invercargill and the Southland Region, the short (1-3 years) and medium (4-10 years) term actions are set out in Table 4-1.

Term	Action
Short term (years 1-3)	Review Delegation Authority with ES
	Review, and where possible increase, the timetabled frequency on the Invercargill bus network
	Engage with the business community to maximise employer support for sustainable travel choices.
	Promote/market Invercargill network, Bee Card and Motu Move, with a focus on attracting new users
	Transition towards low-emission and zero-emission buses in the short term.
	Work with all operators to improve linkages to Bluff and Rakiura/Stewart Island, and the national parks
	Monitor national development and technology changes to on-demand services
	Make regular bus services more attractive and accessible for the disability sector such that it meets the needs of more users. .
	Commit to ongoing consultation with the community to understand the barriers to PT in Southland.
	Expand the digital reach of public transport information through making data openly available.
	Review first mile / last mile infrastructure and develop a plan to improve as required to enhance accessibility.
	Investigate opportunities to run PT services for community and sporting events / recreational activities on an as required basis.
Medium term (years 4-10)	Work with communities and interested parties to develop business cases to consider delivery of wider services where the communities wish to have services
	Ongoing promotion/marketing of Invercargill network and NTS, with a focus on attracting new users
	Ongoing transition towards low-emission and zero-emission buses in the medium term.
	Undertake a review of current routes including how well they meet the needs of areas with high transport needs.
	Reinstate audio and visual announcements on buses and at the bus hub.

5. Objectives and Policies

The regional priorities, strategic directions from national/regional policy documents and regulatory requirements have been brought together to guide the RPTP objectives and operational policies (see [Table 5-1](#) below).

The objectives and policies are broadly grouped into four key areas – services and infrastructure, customers, funding and fares, and standards, procurement and monitoring – that relate to the overall outcomes the plan seeks to achieve, as follows:

1. Accessible and integrated public transport (Objectives 1, 2 and 3)
2. A quality public transport service that will retain and grow patronage (Objectives 4 and 5)
3. Sustainable public transport that is affordable and provides value for money (Objectives 6 and 7)

4. Continuous improvement through up-to-date and accurate information (Objectives 8, 9 and 10).

Of relevance to this section of the RTP is ICC's Process for Establishing New Services ([Appendix F](#)).

Table 5-1: Objectives and Policies

Objective 1	A Southland public transport system that is easily accessible for all ages and abilities and appeals to a broad customer base
Policy 1.1	Provide an Invercargill bus network of scheduled services that provides regular, fast, direct access to Invercargill's central city and places such as shopping, education, employment, entertainment, recreational and medical facilities
Policy 1.2	Provide specialist services to supplement scheduled services according to demand, for example school services, health services, services to events
Policy 1.3	Provide the Total Mobility scheme so that transport services are available for the mobility impaired who have difficulty with, or are unable to use, scheduled services
Policy 1.4	Encourage Total Mobility scheme providers to equip some vehicles in their fleet with hoists where it is practical to do so
Policy 1.5	Ensure that school services are reviewed on a regular basis to cater for growth and changing demographics in areas not served by scheduled services.
Objective 2	Improved access and travel choice for people whose needs are not met by, or who are unable to use, the public transport system
Policy 2.1	Work with other organisations to explore and facilitate the provision of public transport services, where there is community support
Policy 2.2	Investigate the feasibility, cost and funding options for the provision of services to connect communities in the wider region
Policy 2.3	Enable the trial of new technology, services and service delivery types where existing services are not meeting customer needs or in order to test and assess the demand for, and viability of, new approaches
Policy 2.4	Provide a clear process for members of the public to seek changes to public transport services or the introduction of new services.
Policy 2.5	Focus public transport system on meeting the needs of transport disadvantaged and achieving equitable access to public transport services for all, supported through regular engagement with transport disadvantaged stakeholder groups.
Policy 2.6	Investigate on-demand services to understand their role in providing travel choice to those that currently can't access public transport.
Objective 3	Public transport services are delivered with quality infrastructure and coordinated with active modes
Policy 3.1	Maintain an ongoing programme and rolling review of bus stop improvements (signage, seats and shelters) aligned with public transport service changes, prioritising stops that are well patronised (or with the potential to be so) and/or are exposed sites
Policy 3.2	Ensure bicycle racks are provided on contracted bus services
Policy 3.3	All new public transport customer infrastructure (and related supporting infrastructure such as footpaths and crossing facilities) will be designed and constructed according to best practice, to ensure public transport is increasingly accessible and usable for all customers
Policy 3.4	Provide clear and simple wayfinding, signage and timetable information so customers can easily navigate the public transport system and understand how to make connections between services
Policy 3.5	Ensure the ticketing system, and other points of contact where customers carry out transactions with the public transport system (such as purchasing and topping up) are simple, easily accessible and highly visible
Policy 3.6	Use bus priority measures, such as bus stop improvements and changes to traffic signal phase times, to maintain travel time reliability, where necessary

Objective 4	Public transport provides a high-quality experience that meets the expectations of existing and potential customers
Policy 4.1	Provide reliable and punctual public transport services by including high standards of service reliability and punctuality in all service contracts based on realistic, achievable timetables
Policy 4.2	Ensure customers enjoy excellent customer service and safe, comfortable journeys by providing those involved in the delivery of the public transport system with adequate information, training and experience
Objective 5	Existing and potential customers have the information they need to use public transport
Policy 5.1	Provide customer and journey information in a range of up-to-date formats so that it is easily accessible to all users including those with mobility, visual and hearing impairments, easily understood and keeps up with changing customer expectations
Policy 5.2	Explore alternative marketing and advertising options to proactively raise awareness and market the public transport system throughout the region
Policy 5.3	Ensure that service changes are communicated to affected groups and the wider public in advance of implementation using a variety of channels
Objective 6	A fare system that attracts and retains existing and potential customers, supports equitable access to public transport while increasing user contributions with public funding for financial sustainability
Policy 6.1	The fare system will be consistent across all users, , and be simple to understand, calculate, collect and administer.
Policy 6.2	Provide fare concessions for identified targeted groups
Policy 6.3	Aim to increase farebox recovery in line with agreed targets between ICC and NZTA
Policy 6.4	Provide funding for the Total Mobility service so that: a) 50% of the cost of a Total Mobility trip is subsidised with the remainder of the cost paid by the customer; and b) of the total subsidy per trip, a maximum of 50% will be provided from rates with the remaining provided by central government
Policy 6.5	Annually review and set fares at a level that: a) is attractive to a broad customer base b) is competitive with the costs of private car use and parking to encourage use of public transport c) balances cost recovery with social and economic benefits and service quality d) achieves fare box recovery targets agreed between ICC and NZTA e) recognises the needs of the transport disadvantaged, supporting equitable access for all public transport users f) reduces the use of cash on board vehicles g) results in smaller regular adjustments rather than large infrequent changes
Policy 6.6	Annual review and set Total Mobility service subsidies at a level that: a) recognises the needs of the transport disadvantaged b) ensures that customer contributions are kept as low as possible (whilst remaining consistent with other objectives and policies)
Objective 7	Effective and efficient allocation of public transport funding
Policy 7.1	Review scheduled services every three years to ensure that they remain customer-focused and operationally efficient
Policy 7.2	Work with other organisations to investigate and develop alternative funding mechanisms for public transport to access their services, such as the health sector/DHB to access medical services
Objective 8	The vehicles used for public transport provide customers with safe, accessible and comfortable journeys, and have minimal environmental impact
Policy 8.1	Ensure that the vehicles used by operators of contracted public transport services meet the Requirements for Urban Buses (RUB) as a minimum standard
Policy 8.2	Encourage contractors to provide vehicles that exceed the RUB through considering incentive payment where appropriate. Consider and understand impacts of transitioning to low or zero emission vehicles.

Policy 8.3	Work with operators through the process of tender award to explore opportunities to move to low emission vehicles, or alternative fuels and technologies, for contracted services to help reduce public transport emissions over the next contract period
Objective 9	A procurement system that enables the efficient and effective delivery of the desired public transport system
Policy 9.1	Establish public transport service unit(s) of integral services following engagement with operators and key stakeholders
Policy 9.2	Maintain competition in the procurement of public transport services through the tendering process set out in ICC's Transport Procurement Strategy .
Policy 9.3	Enable contracts to be varied to take into account changing circumstances
Objective 10	Timely information that assists a continuous process of review and improvement
Policy 10.1	Use a range of feedback channels to regularly seek the views of passengers and use this feedback to continually improve the public transport system for all groups
Policy 10.2	Undertake regular monitoring of operator performance and service units to ensure customer needs continue to be met and value for money delivered
Policy 10.3	Initiate and maintain dialogue with Southland's region wide communities about access to gain a thorough understanding of needs
Policy 10.4	Initiate dialogue with the community about the wider implications of mode choice, with a view to understanding the community's aspirations around sustainable transport

6. Performance Measures

The performance measures and targets in Table 6-1 will be used to monitor the effectiveness of this RTP. The measures relate to the current Southland public transport system. Baseline date for the measured is in Appendix.

As much as possible, this RTP will be monitored using existing information sources, including customer surveys, resident's opinion surveys, and Annual Plan and Long-Term Plan processes. Any new services or initiatives introduced will be monitored by appropriate measures.

Patronage and revenue information will be collated monthly and reported to ICC's Infrastructure Services Committee on a six monthly (or more frequently if requested) basis. This may include reporting on the comparative costs between car parking, vehicle ownership and bus fares in Invercargill.

Three monthly reviews will be conducted by ICC and discussed with the operator.

Performance monitoring against these measures for the three years to 2024 is included in Appendix E.

Table 6-1: Measures and Targets

Services and infrastructure are accessible and integrated	Measure	Source	Target
Services and infrastructure are accessible and integrated	Patronage – total public transport boarding's by category	Ticketing system	Year on year increase, from a baseline (2020 adjusted and estimated due to COVID-19) of 165,000 trips.
	Patronage – Total Mobility users by area	RideWise data	Total reported (no target)
	Customer rating of service legibility (routes, timetables, fare structure)	Long Term Plan monitoring	At least 70% customers satisfied that the system is easy to understand
A quality public transport service that will retain and grow patronage	Customer rating of service quality (vehicle appearance, punctuality, safety, customer service)	Annual customer survey	At least 70% of customers are satisfied.
	Proportion of Total Mobility customers satisfied	Committee feedback	Satisfaction reported
	Service reliability (scheduled trips completed in full)	Operator reporting	At least 85% completed
Sustainable public transport that is affordable and provides value for money	Fare box revenue target	Fare box revenue	At least 33% of cost recovered by fare revenue
	Customer rating of fare levels	Long Term Plan (residents opinion survey)	At least 80% of customers are satisfied
	Overall ratepayer rating	Long Term Plan (residents opinion survey)	At least 65% of ratepayers are satisfied

Appendices



Appendix A Significance Policy

This policy sets out how ICC will determine the significance of proposed variations to this Plan. This policy is required in accordance with section 120(4) of the Land Transport Management Act 2003. The level of significance determines the consultation regarding the proposed variation that must be undertaken. This policy is consistent with the Significance Policy contained within the joint Southland/Otago Regional Land Transport Plan 2018.

Application

This Plan can be varied at any time. However, in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

The significance of variations to this Plan will be determined by Council on a case by case basis.

When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Should services be proposed in Southland but outside the Invercargill City Council area, then a strategic business case may need to be developed
- Signals a material change to the planned level of investment in the public transport network.
- Impacts on the purpose of the LTMA.
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact).
- Affects the integrity of this Plan, including its overall affordability.
- Has already been the subject of consultation with affected parties.

Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance.
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will usually be considered 'significant' are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to this Plan.
- Minor changes to fare levels in accordance with current policy and funding levels.

Matters that will usually be considered 'not significant' are:

- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service.
- Minor changes to the description of services following a review of that service, e.g. changes to the frequency, route or hours of a service which result in the same or better level of service.
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost.
- Minor changes of routes and/or timetables and fares to existing services.
- The introduction, alteration or deletion of trial services.
- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

Consultation for minor changes in the delivery of existing public transport services

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator(s) involved, the relevant territorial authority, and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

Addition of new services

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

Other non-significant variations

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders.

Appendix B Strategic Alignment – Local Direction

Development of this RPTP has been influenced by relevant local strategies, policies and plans. These relate to Invercargill City, as well as Gore and Southland District Councils, and are summarised in [Table 6-2](#) below. This Plan has also been prepared to align with national and regional direction for public transport. This alignment is set out in section 2.2.

Table 6-2: Strategic Alignment (Local direction)

Local Strategy, Plan, Process	Relevance/Influence
Invercargill City Long Term Plan (2024-2034)	This RPTP contributes to Community Outcomes of Social Wellbeing by creating a platform to provide equitable access to public transport; Economic Wellbeing by ensuring that appropriate infrastructure is in place for people to utilise public transport and participate in the local community, and Environmental Wellbeing by supporting increased public transport patronage, reducing reliance on private motor cars, and by transitioning to low emission / electric buses.
Invercargill City District Plan (2019)	<p>Invercargill City District Plan (2019) identifies two resource management issues for transport relevant to this RPTP:</p> <ol style="list-style-type: none"> 1. Ineffective integration of land use and transport networks can have adverse effects on safety, efficiency, effectiveness, and accessibility of Invercargill's transport infrastructure 2. There are pressures on Invercargill's transport infrastructure as a result of demographic changes, projections of increased freight, and land use change, and there are limited transportation options available to address these pressures <p>The transportation objective is that development of transport infrastructure and land use takes place in an integrated and planned manner, with the plan seeking to provide for the safe and efficient operation, improvement and protection of transport infrastructure; integrate the planning of land use with existing transport infrastructure and provide for future transportation requirements; and promote the use of public transport, and walking and cycling networks.</p> <p>Key methods to address the relevant transport issues are:</p> <ul style="list-style-type: none"> • Identification of transportation as a cross-boundary issue • Collaboration with key stakeholders during decision making processes and when developing strategic transportation documents
Gore District Long Term Plan (2021-31)	<p>The RPTP contributes to community outcomes of having quality infrastructure with potential for growth by ensuring Southland's public transport system is based on good information and fit for purpose.</p> <p>Gore District has almost 900 kilometres of roads, of which 60% is unsealed. The rationale for the District's roading priorities is to ensure roads are provided and maintained to ensure safe and efficient passage of people and goods throughout the community, contributing to the effective functioning of the community and economy.</p> <p>At the time of writing Gore District Council had decided to defer the preparation of a long term plan for 2024-34, such that a nine-year plan is to be adopted by 30th June 2025.</p>
Gore District Plan (2019)	Transportation issues identified in the operative Gore District Plan (2019) relate to the long-term sustainability of land transportation

Local Strategy, Plan, Process	Relevance/Influence
	<p>routes and adverse effects of the transport network on adjoining land uses.</p> <p>This RPTP contributes to addressing these issues by providing transport options that help:</p> <ul style="list-style-type: none"> • address congestion through reducing the number of single occupancy vehicles • improve environmental quality and amenity by responding to environmental priorities • improving road safety by reducing the need to drive <p>At the time of writing hearings for the Proposed District Plan were taking pace.</p>
<p>Southland District Long Term Plan (2024-34)</p>	<p>This RPTP contributes to key strategic priorities to 'Connected and Resilient Communities' and 'Robust Infrastructure' by working in collaboration, working to understand community needs and investigating options to meet those needs.</p> <p>Southland District's low population density compared to its significantly large transport network (second largest behind Auckland), creates a high burden on its communities. The roading priorities in the LTP primary relate to maintenance and renewals, and aim to provide a safe and integrated network that enables people, goods and services to move throughout Southland and makes it easy to live, work, play and visit here.</p>
<p>Southland District Plan (2024)</p>	<p>The objective under the Transport chapter of the Southland District Plan (2024) is for "an integrated, safe, responsive and sustainable transport network" and includes several policies including recognising the benefits of transport choice.</p> <p>This RPTP contributes to this objective by:</p> <ul style="list-style-type: none"> • providing transport choice • improving road safety by reducing the need to drive • providing a mechanism to understand and respond to changing community needs • responding to environmental priorities

Appendix C Transport Disadvantaged

The Land Transport Management Act 2003 defines the 'transport disadvantaged' as any group who a Council has identified as least able to access activities such as work, education, health care and shopping. ICC has identified the following groups as being transport disadvantaged:

Group	Limitations
People with physical and/or mental disabilities	May have difficulty or be unable to drive due to mobility or cognitive abilities. PT services may be difficult to access and use. There are a wide range of disabilities with a diverse range of impacts on mobility.
The elderly	Mobility challenges, walking, standing at bus stops or driving likely to be more difficult. May rely on PT but can be inaccessible if not adequately designed for their needs.
Blind and low vision	May be reliant on public transport to access essential services. PT services can be difficult to access and use.
Young people (under 19)	Many are ineligible to drive which restricts their transport independence, and/or may not have access to a motor vehicle.
People in lower socio-economic circumstances	Less likely to afford to own and/or run a private vehicle. May find it more difficult to pay public transport fares.
People in households without private vehicles	No access to a private vehicle to independently access essential services. Reliant on friends/family, walking/cycling or public transport.
People in isolated, likely rural locations	Very limited or no alternative to private vehicle use due to proximity to urban area and existing service provision. May be reliant on others if do not have access to a vehicle or license.

Appendix D Current Bus Network

The current Invercargill bus network shown in [Figure 6-1](#).

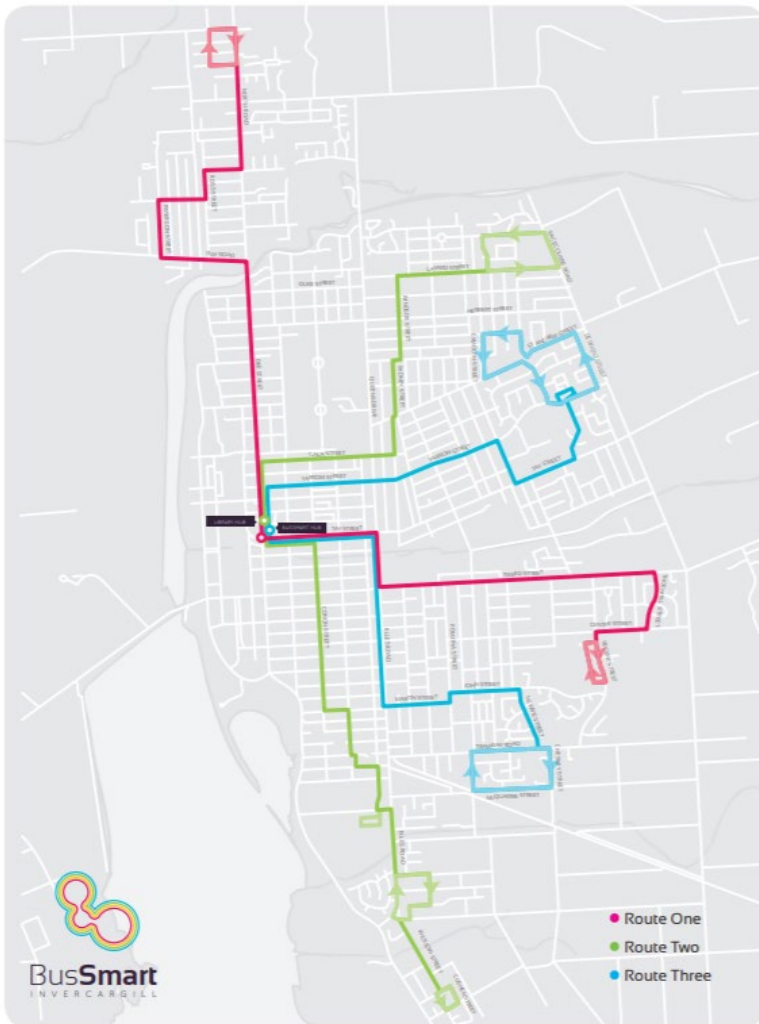


Figure 6-1: Invercargill Bus Network

The network is made up of three through-routes, all travelling via the CBD. The three routes are described below.

Route 1 – Waikiwi to Newfield

Route 1 runs between Waikiwi and Newfield (shown in red above).

The Waikiwi leg serves key north-CBD destinations (e.g. the Warehouse, Farmers, Work and Income), retail and employment along North Rd (including Countdown Waikiwi), and several retirement villages (e.g. Waikiwi Gardens, Rowena Jackson, Bupa Cargill, Clare House, Vickery Court).

The Newfield leg serves key south-CBD destinations (e.g. SIT, Pak’nSave, Countdown Invercargill, Mitre 10 Mega, Splash Palace and Rugby Park), several secondary schools (Southland Girls, Te Wharekura o Arowhenua and Verdon College), and retirement villages (Peacehaven and Calvary Hospital).

Route 2 – Hargest to Clifton

Route 2 runs between Hargest and Clifton (shown in green above).

The Hargest Leg serves key north-CBD destinations (e.g. the Warehouse, Farmers, Work and Income), the Windsor suburban centre (including New World Windsor), and two secondary schools (Southland Boys and James Hargest).

The Clifton Leg serves key south-CBD destinations (e.g. SIT, Pak'nSave, Countdown Invercargill, Mitre 10 Mega, Splash Palace and Rugby Park), the South City suburban centre (including New World Elles Road), and two secondary schools (Southland Girls and Aurora College).

Route 3 - Waverley to Kingswell

Route 3 runs between Waverley and Kingswell (shown in blue above)

Waverley Leg serves key north-CBD destinations (e.g. the Warehouse, Farmers, Work and Income), Stadium Southland, Bill Richardson Transport World, the Glengarry suburban centre, and the Bupa Ascot retirement village (via a walkway from Derwent Street).

The Kingswell Leg serves key south-CBD destinations (e.g. SIT, Pak'nSave, Countdown Invercargill), the South City suburban centre (including New World Elles Road), and Southland Hospital.

Proposed Timetable

The proposed timetable for Invercargill's bus network has the following general characteristics:

A weekday service that enables passengers to arrive at the hub by 7:47 am and depart up to 5:20pm.

A 30-minute weekday peak frequency (weekday from 7am to 9am and 3pm to 5:30 pm).

A 60-minute weekday off-peak frequency (between 9am and 3pm).

A 60-minute Saturday frequency (between 10 am and 4:30pm).

Appendix E Monitoring Performance Measures

The table below sets out the baselines, as at 2020, from which this RTP will be monitored.

Measure	Target	Actual (2023/24)	Target Achieved?
Patronage – total public transport boardings by category	Year on year increase	165,000 trips has grown to 175637	Yes
Patronage – Total Mobility users by area	Total reported (no target)	51,000 trips (2020) has grown to 106189	100%+ Growth (no target)
Customer rating of service legibility (routes, timetables, fare structure)	At least 70% customers satisfied that the system is easy to understand	48%	No
Customer rating of service quality (vehicle appearance, punctuality, safety, customer service)	At least 70% of customers are satisfied.	46%	No
Proportion of Total Mobility customers satisfied	Satisfaction reported (no target)	Not collected	Not collected
Service reliability (scheduled trips completed in full)	At least 85% completed	100%	Yes
Fare box revenue target	At least 33% of cost recovered by fare revenue	9%	No
Customer rating of fare levels	At least 80% of customers are satisfied	65% (2020) has dropped to 48%	No
Overall ratepayer rating	At least 65% of ratepayers are satisfied	38% (2020) has improved to 46%	No

Appendix F Process for Establishing New Services

ICC has delegated authority to manage regional public transport for Southland. This is a unique situation that can require the involvement of Gore District Council and/or Southland District Council in the process for applications, investigations, trials, and public transport service delivery and monitoring.

ICC is open to formal applications for service changes and/or the introduction of a new service. These may come from other local authorities, community boards or stakeholder groups. Where applications are from customers or members of the public, the preferred approach is that ideas initially be directed to the respective local representative(s) or community board, for consideration before a formal application is submitted.

In all instances, an application shall include:

- evidence that the proposed service change or new service will improve the accessibility of public transport to the community.
- evidence that the proposed service change or new service is supported by the residents for whom it would serve.
- indication whether funding subsidy will be sought or whether it is anticipated to be a fully commercial (exempt) service
- Where a service change or new service is within Gore or Southland District, evidence that that territorial authority supports the application and is willing to contribute to the cost of service investigation and, if appropriate, trial.

Where processing costs are incurred by ICC in relation to a service change or new service within another territorial authority, these costs will be passed on the applicant or relevant authority.

In addition, ICC may require details of:

- scope of services, timetables and fare structure
- funding model

ICC will use public transport planning best practise to assess the application in relation to the following criteria:

- does the service change or new service already exist (partially or fully)
- can a current service be expanded or further developed
- is there sufficient demand
- can the service change or new service be integrated with the current network
- is a trial needed prior to a decision on whether make a permanent service change. In addition to the above, any trial would need to demonstrate through cost, patronage and revenue projections that the change or new service will be financially viable in the long term.

If funding subsidy is sought, ICC will consult with the Transport Agency to determine the availability of funding, including funding for a potential trial.

ICC staff will report applications to the Council for a decision. This will include a summary of how ICC's criteria have been met as well as an assessment of likely demand, route(s) potential fares, customer willingness to pay (for example established via survey), social and economic factors in the applicable area (such as transport disadvantage).

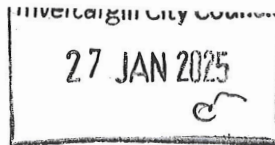
If a trial goes ahead, ICC will determine the duration of the trial and how the success of a trial will be measured. The results of any trial will be reported to the Council for a final decision about the change or new service.

Where possible, any proposed service change or new service will be made as part of a wider public transport review or annual plan process. This will provide ICC time to:

- Source a local share through the Annual Plan or Long-Term Plan process. This will establish the public's willingness to pay with or without national subsidy.
- Source other revenue.
- Undertake economic evaluation (with reference to current the Transport Agency criteria).
- Apply for Transport Agency funding.
- Establish the service as a unit/part of an existing unit. If national and/or local share funding is approved, the unit may will be put out for tender.



A5797549



PETITION FOR STAUNTON AND FOWLER ROAD

Dear Councillors,

We the ratepayers of Invercargill City Council and residents of Staunton and Fowler Road, Invercargill petition Invercargill City Council to seal Staunton and Fowler Roads.


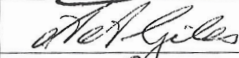
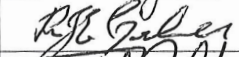


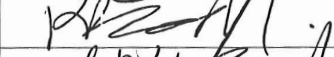




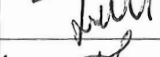

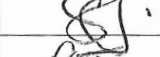


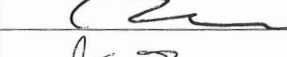
These roads are currently unsealed gravel roads which cause damage to our vehicles and nuisance to our property. We also believe that these roads are unsafe for driving, cycling and pedestrian traffic.

We require urgent consultation with the Invercargill City Council to prepare a plan for the sealing roads without delay.

Name	Address	Signature
Wayne Muir	341 Staunton Rd	<i>Wayne Muir</i>
Angie Muir	341 Staunton Rd	<i>Angie Muir</i>
Hayley Cleaver	342 Staunton Rd	<i>Hayley Cleaver</i>
Thomas Jenkins	342 Staunton Rd	<i>T. Jenkins</i>
Willie Stroud	298 Staunton Rd	<i>Willie Stroud</i>
Syd Pyper	297 Staunton Rd	<i>Sydney Pyper</i>
Ben Shunfenthal	293 Staunton Rd	<i>Ben Shunfenthal</i>
Aida Savaei	294 Staunton Rd	<i>Aida Savaei</i>
Kerri Hellyer	37 Fowler Road	<i>Kerri Hellyer</i>
Ronnie Hellyer	37 Fowler Road	<i>Ronnie Hellyer</i>
Alan & Leigh McKay	16 Fowler Road	<i>Alan McKay</i>
Denise Burgess	252 Staunton Rd	<i>Denise Burgess</i>
Greg Singh	252 Staunton Rd	<i>Greg Singh</i>

Nick McCleery 027 5702419,

contact details of
petition / person who
organised.

Name	Address	Signature
Nathan Gooding	237 Staunton	
Aileen Giles	240 Staunton Rd	
Rond GILES	240 STAUNTON RD	
Jonathan Duffy	250 STAUNTON RD	
Michelle Duffy	250 STAUNTON RD	
Kurt Brand	251 Staunton Rd	
Jenna Brand	251 Staunton Rd	
KEVIN BURKE	233 STAUNTON RD	K.W. Burke.
Nick McCleary	183 Staunton Road	
Lani Bennett	183 Staunton Road	
Aimee Russell	159 Staunton Road	
Richard Russell	159 Staunton Road.	
Amanda Jarvie	158 Staunton Road	
Shuart Jarvie	158 Staunton Rd	
Blake Jarvie	158 Staunton rd	
Sonja Swale	193 Staunton Rd.	
Chris Jones	193 Staunton rd.	
Amaya Swale, Jones	193 Staunton Rd.	