



NOTICE OF MEETING

**Notice is hereby given of the Infrastructural Services
Committee Meeting to be held in the Council Chamber, First
Floor, Civic Administration Building, 101 Esk Street,
Invercargill on Tuesday 1 February 2022 at 3.00 pm**

Cr I R Pottinger (Chair)
Cr A H Crackett (Deputy Chair)
His Worship the Mayor, Sir T R Shadbolt
Cr R L Abbott
Cr R R Amundsen
Cr A J Arnold
Cr W S Clark
Cr P W Kett
Cr G D Lewis
Cr M Lush
Cr D J Ludlow
Cr N D Skelt
Cr L F Soper
Ms E Cook – Māngai – Waihopai
Mrs P Coote – Kaikaunihera Māori – Awarua

CLARE HADLEY
CHIEF EXECUTIVE

Infrastructural Services Committee - Public

01 February 2022 03:00 PM

Agenda Topic	Page
1. Apologies	
2. Declaration of Interest	
a. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
b. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.	
3. Public Forum	
4. Major Late Item	
4.1 Speed Review Consultation Document	
The reason that the item is not in the Agenda : The document was not ready at the time of the agenda being published.	
The reason why the discussion of the item cannot be delayed : Matters can be progressed in a timely manner.	
5. Minutes of the Infrastructural Services Committee Meeting Held on 7 December 2021 (A3611774)	5
6. Minutes of the Extraordinary Meeting of the Infrastructural Services Committee Held on 21 December 2021 (A3652725)	10
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8. Temporary Road Closures (A3681720)	36
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12. Urgent Business	

13. Public Excluded Session

Public Excluded Session

Moved, seconded that the public be excluded from the following parts of the proceedings of this meeting; with the exception of the external appointees, Mr Jeff Grant and Mr Lindsay McKenzie, namely,

- (a) *Confirmation of the Public Excluded Session of the Infrastructural Services Committee meeting held on 7 December 2021*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the local government official information and meetings act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
a) Confirmation of the Public Excluded Session of the Infrastructural Services Committee meeting held on 7 December 2021	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

**MINUTES OF THE INFRASTRUCTURAL SERVICES COMMITTEE MEETING HELD IN
THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING,
101 ESK STREET, INVERCARGILL ON TUESDAY 7 DECEMBER 2021 AT 3.00 PM**

PRESENT: Cr I R Pottinger (Chair)
Cr A H Crackett (Deputy Chair)
His Worship the Mayor, Sir T R Shadbolt
Cr R L Abbott (via zoom)
Cr R R Amundsen
Cr A J Arnold
Cr W S Clark
Cr P W Kett
Cr G D Lewis
Cr M Lush
Cr D J Ludlow
Cr N D Skelt
Cr L F Soper (via zoom)
Ms E Cook – Māngai – Waihopai
Mrs P Coote – Kaikaunihera Māori – Awarua
Mr L McKenzie – External Appointee (via zoom)

IN ATTENDANCE: Mr N Henderson – Bluff Community Board Member
Mrs C Hadley – Chief Executive
Mr M Day – Group Manager – Finance and Assurance
Ms T Hurst – Group Manager – Customer and Environment
Ms E Moogan – Group Manager – Infrastructure
Mr A Cameron – Strategic Advisor/GM – ICHL
Mr M Morris – Manager – Governance and Legal
Ms C Rain – Manager – Parks and Recreation
Ms L Knight – Manager – Strategic Communications
Ms H Guise – Senior Council Land Advisor
Mr A Eng – Digital and Communications Advisor
Ms H Raymond – Assistant to the Mayor
Ms M Cassiere – Executive Governance Officer

1. **APOLOGY**

Mr Jeff Grant.

2. **DECLARATION OF INTEREST**

Nil.

3. **PUBLIC FORUM**

Nil.

4. **MINOR LATE ITEM**

4.1 **City Centre Streets – Update on Esk Street (Verbal update)**

Moved Cr Lewis, seconded Mrs Coote and **RESOLVED** that the Infrastructural Services Committee receive the minor late item, 'City Centre Streets – Update on Esk Street (verbal update)' in the Public Excluded Session.

5. **MINUTES OF THE INFRASTRUCTURAL SERVICES COMMITTEE MEETING HELD ON 2 NOVEMBER 2021**

A3581538

Moved Cr Arnold, seconded Cr Skelt and **RESOLVED** that the minutes of the Infrastructural Services Committee held on 2 November 2021 be confirmed.

6. **THREE WATERS**

6.1 **NOTICE OF MOTION**

A3633409

Cr Clark spoke to the Notice of Motion and provided a summary of the Motion. He requested that a vote be called by division.

Discussion took place around the topic which included the position of Council, the use of terminology in respect to Mana Whenua, the ownership of the assets, the cost of \$15,000 and future reforms in particular the Resource Management Act Reform and the future of Local Government.

Moved Cr Clark, seconded Cr Kett that the Infrastructural Services Committee:

1. That ICC agree to the attached MoU and become a partner Council for the purpose of advocating for a different solution to the governments' 3 Water (water entity) reform.
2. That ICC commit to the \$15,000 partnership member fee.

A division of vote was called for the motion.

Note: Crs Clark, Lewis, Arnold, Skelt, Kett, and Pottinger voted in favour of the motion.

Note: Ms Cook, Mrs Coote, Crs Ludlow, Amundsen, Lush, Crackett, Abbott, Soper, and His Worship the Mayor voted against the motion.

The motion, now put, was **LOST**.

6.2 **THREE WATERS ALTERNATIVE LOBBY GROUP**

A3632974

Moved Cr Ludlow, seconded Cr Crackett that the Infrastructural Services Committee:

1. That the Committee receive the report "Three Waters Alternative Lobby Group"
2. That the Committee determine it does/does not wish to join this group
3. That if the Committee determines to join the group, refers the unbudgeted expenditure of \$15,000 to be considered within the next quarterly report.

The motion, now put, was **RESOLVED** in the affirmative.

7. **STOPPING OF ROAD – LAGAN STREET, BLUFF**

A3621227

Ms Heather Guise spoke to the report and summarised the key points in the report.

Moved Cr Ludlow, seconded Cr Abbott that the Infrastructural Services Committee:

1. That the Infrastructural Services Committee receive the report "Stopping of Road – Lagan Street, Bluff"
2. That the Infrastructural Services Committee approves the commencement of the consultation to consider the stopping of that portion of unformed legal road at Lagan Street, Bluff measuring approximately 830m² pursuant to Section 342 of the Local Government Act 1974.

The motion, now put, was **RESOLVED** in the affirmative.

8. **ACTIVITIES REPORT**

A3614659

Ms Erin Moogan spoke to the report. She noted assistance offered to Christchurch City Council with aerators for their wastewater treatment plant, that work was underway at Anderson House and that good results were received from a recent site safety audit.

Moved Cr Ludlow, seconded Cr Skelt and **RESOLVED** that the Infrastructural Services Committee:

1. Receives the report "Activities Report".

9. **URGENT BUSINESS**

Nil.

10. **PUBLIC EXCLUDED SESSION**

Moved Ms Cook, seconded Mrs Coote and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, with the exception of the External Advisors, Mr Jeff Grant and Mr Lindsay McKenzie; namely:

- (a) *Confirmation of Minutes of the Public Excluded Session of Infrastructural Services Committee held on 2 November 2021*
- (b) *Contract 655 Passenger Transport Services – Contract Term Extension*
- (c) *Recyclables Acceptance Contract*
- (d) *City Centre Streets – Update on Esk Street (Verbal Update)*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
a) Confirmation of Minutes of the Public Excluded Session of Infrastructural Services Committee held on 2 November 2021	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
b) Contract 655 Passenger Transport Services – Contract Term Extension	Section 7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
c) Recyclables Acceptance Contract	Section 7(2)(b)(ii) Protect information where the making available of the	Section 48(1)(a) That the public conduct of this item would be likely to

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
	information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	result in the disclosure of information for which good reason for withholding would exist under Section 7
d) <i>City Centre Streets – Update on Esk Street (Verbal Update)</i>	<p>Section 7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>Section 48(2)(a)(ii) The local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings</p>

There being no further business, the meeting finished at 8.00 pm.

MINUTES OF THE EXTRAORDINARY MEETING OF THE INFRASTRUCTURAL SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET, INVERCARGILL ON TUESDAY 21 DECEMBER 2021 AT 2.30 PM

PRESENT: Cr I R Pottinger (Chair)
Cr A H Crackett (Deputy Chair)
His Worship the Mayor, Sir T R Shadbolt
Cr R R Amundsen
Cr A J Arnold
Cr W S Clark
Cr P W Kett
Cr G D Lewis
Cr M Lush
Cr D J Ludlow
Cr L F Soper
Ms E Cook – Māngai – Waihopai
Mr L McKenzie – External Appointee
Mr J Grant – External Appointee

IN ATTENDANCE: Mr N Henderson – Bluff Community Board Member
Mrs C Hadley – Chief Executive
Ms E Moogan – Group Manager – Infrastructure
Mr M Day – Group Manager – Finance and Assurance
Ms T Hurst – Group Manager – Customer and Environment
Mr S Gibling – Group Manager – Leisure and Recreation
Mr A Cameron – Strategic Advisor/GM – ICHL
Mr J Rees – Manager – Engineering Services
Mr H Powell – Policy Advisor
Mr A Eng – Digital and Communications Advisor
Ms M Cassiere – Executive Governance Officer

1. **APOLOGY**

Cr Abbott

Moved Cr Ludlow, seconded Cr Lewis and **RESOLVED** that the apology be accepted.

2. **DECLARATION OF INTEREST**

Nil.

3. **CODE OF PRACTICE FOR LAND DEVELOPMENT AND SUBDIVISION INFRASTRUCTURE BYLAW**
A3643564

Mr Jeremy Rees and Mr Hayden Powell spoke to the report. It was noted that this topic was brought to Council and adopted on 23 November 2021, and that consultation took place between 24 November 2021 and 10 December 2021. It was further noted there had been no changes to the Practice Note arising from the consultation.

In response to a query to talk to the significant points being addressed by the Practice Note, it was advised they were about standardisation and consistency of connections to services at the time of subdivision and stormwater design criteria to ensure good practice throughout Invercargill.

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

1. Receive the report "Adoption of Practice Note - Code of Practice for Land Development and Subdivision Infrastructure Bylaw".
2. Receive the summary of submissions (A3643252) and emailed submission(A3643291).
3. Adopt the proposed Practice Note (A3612081).

There being no further business, the meeting finished at 2.38 pm.

ADOPTION OF STORMWATER BYLAW FOR CONSULTATION

To:	Infrastructural Services Committee
Meeting Date:	Tuesday 1 February 2022
From:	Jeremy Rees – Manager Engineering Services Rhiannon Suter – Manager Strategy and Policy
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Tuesday 25 January 2022
Open Agenda:	Yes

Purpose and Summary

The purpose of this report is to determine whether Council should propose and consult on a new Stormwater Bylaw to be able to adhere to its responsibilities under its stormwater network discharge consent. The proposed bylaw would give Council enforcement options with a focus on private industrial and commercial sites requiring stormwater treatment prior to discharge into the reticulated stormwater network as these sites are linked to higher levels of contamination. This report outlines the options for addressing this issue, appends the proposed Bylaw for adoption and outlines the proposed approach to consultation.

Recommendations

That the Infrastructural Services Committee:

1. Receive the report "Adoption of Stormwater Bylaw for Consultation".
2. Note the options for addressing stormwater contamination are as follows;

Option one – Do Nothing

Option two – Increased Education

Option three – Establish a Stormwater Bylaw

3. Confirm Council's preferred option for addressing this issue is to introduce a new bylaw (Option three Establish a Stormwater Bylaw).
4. Note that if the bylaw is adopted, the option to increase resourcing to support implementation, monitoring and compliance will be addressed via the Annual Plan.
5. Adopt the draft Stormwater Bylaw (A3332451) for consultation, noting that consultation will take place between 4 February and 7 March 2022.

Implications and Risks

Strategic Consistency

Addressing concerns with the stormwater system, have direct linkages to the Long Term Plan (LTP). The LTP details the Council's Mission and Roadmap to Renewal. The Mission statement highlights the intent to focus on leaving the city in good order for the next generation. The Roadmap to Renewal shows five strategic challenges. There are three strategic challenges that directly link to what addressing Stormwater contamination concerns;

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

The New Zealand Government has recently established Taumata Arowai, a crown entity, working in partnership with a Māori Advisory Group, whose vision is "Safe water, every day for everyone." The Government has also just mandated Three Waters reform and this will be rolled out over the next two years. As yet, it is unclear what implications this will have for legal responsibility for the whole stormwater network, given some parts will remain within Council control. However, the Government is clearly signalling a roadmap for better water quality and it is anticipated the regulations will become more robust as these government initiatives mature. The Council has indicated that it will continue to provide stewardship of the three waters infrastructure until the time of transition. This includes taking steps to put in place the appropriate rules and processes, thereby lessening the environmental impact and improving outcomes for all of Invercargill.

Southland District Council has a Bylaw which has been in place for a number of years and Gore District Council is in the process of implementing a new Bylaw.

Financial Implications

The recommended option (Option 3 – Proposed Bylaw) will need to have some additional operating budget allocated within the Annual Plan to better support the bylaws implementation and maintain a steady state of operations going forward. Estimates suggest an increase to the personnel budget of \$80,000 and a communication and education budget of \$80,000/ \$100,000 annually would best support this initiative. Depending on the outcome of consultation this will be considered during the adoption of 2022 Annual Plan.

Option 2 (education) this option has similar budgetary considerations as option 3, however only encompassing the additional communication and education budget of \$80,000/ \$100,000.

Option 1 (Do nothing) will require no change to the existing Council spend on this area.

For information, \$300,000 capital budget is allocated annually through the Long-term Plan for improved stormwater treatment. This spend will continue under all options. The Stormwater activity is currently forecast to be on target for delivery of levels of service, with the exception of flooding events which would not be impacted by this proposed Bylaw. Revenue is slightly behind schedule and expenditure ahead of schedule due to timing of major capital programmes. This proposed bylaw would not impact either of these positions substantially.

The bylaw potentially will generate some cost-recoverable or revenue streams that could offset some of costs incurred from adopting the bylaw. The requests to connect to the network and subsequent inspections will incur cost-recoverable fees in the same manner that building consents do. Responses to incidents and subsequent remediation will be cost-recovered if the source of the pollution can be found, however, often this is not the case. Lastly, while Council will have the ability to issue infringements, it is not anticipated that Council will be issuing a large number of infringement notices and often the cost of enforcement will outweigh the punitive measures that Council seeks to take.

Legal Implications

Under section 155(1) of the Local Government Act 2002 (LGA), Council must; before commencing the process for making a bylaw, determine whether a bylaw is the most appropriate way of addressing the perceived problem. This paper outlines the options for improving the quality of stormwater discharge.

The proposed Bylaw would give Council enforcement options to encourage improved outcomes on private properties, reducing its risk of not meeting consent conditions. Current performance in meeting consent conditions is outlined later in the report.

Prosecution and enforcement action under the RMA is necessarily reactive and Officers consider that it would be preferable to take a more proactive approach aimed at preventing contaminants entering the public stormwater network from the outset.

Risk

Council has a current works improvement plan in place to install/upgrade propriety devices on its water outfalls. Without a Stormwater Bylaw, Council will have to pay for higher treatment costs. Contaminants cannot always be caught and treated, so it would place Council at higher risk of being served with abatement notices or facing prosecution for any significant contamination breaches. Without a bylaw in place, Council would either need to accept the continued risk this presents, or look to accelerate the stormwater improvements by injecting more funding into its operating budget, sooner.

Background

Council Stormwater Assets

The Council currently owns and manages a stormwater network that discharges stormwater from a 3,000ha catchment, including Bluff and Otatara. Council services approximately 21,000 properties, via 420km of stormwater pipes that lead to 187 stormwater outfalls to both the coastal marine area and freshwater streams and rivers. The stormwater assets are valued at \$367 million including pipes, open drains, outfalls, pump stations and associated structures.

The majority of the Council's stormwater assets were designed and installed in what is known as the 'age of efficiency', where drainage networks were designed to remove stormwater from roads and properties and discharge it to receiving waters as fast and efficiently as possible.

During this period, stormwater networks were designed with a strong focus towards protecting infrastructure and maintaining public health. To ensure that infrastructure, property and public health were protected from flooding, stormwater networks were designed to remove any rainfall from roads and roofs and discharge it to receiving waters in the most efficient way possible.

Following the February floods of 1984, the Council spent a considerable amount of time and resources resizing and replacing the main trunk lines of its stormwater networks to ensure that flooding the likes of that seen in 1984 would not reoccur. While the stormwater mains replacement programme was designed using best practice guidelines of the era, little to no consideration was given to the accumulative effects of stormwater contamination on the natural hydrological conditions of its receiving environments.

Of the 187 outfalls mentioned above, a conservative 60 of these would be categorised as discharging stormwater from catchment areas containing sites of concern. Sites of concern are generally sites that are identified as having higher concentrations of contaminants through work undertaken by the Ministry for the Environment via the Hazardous Activities and Industries List (HAIL), as well as the Council's own stormwater contaminant load model (CLM). These sites are generally zoned for heavy industrial or commercial use, HAIL and Selected Land Use Sites (SLUS), or sites that have been formed from reclaimed land that was previously used as landfill. These sites of concern are more likely to have a stormwater discharge that contains higher concentrations of suspended solids, heavy metals and hydrocarbons, all of which have a detrimental effect on aquatic life in the receiving waters and can lead to negative health outcomes for humans.

Stormwater Discharge Consent

In December 2017 the Council was granted a 15 year stormwater discharge consent that allowed the Council to discharge stormwater to five freshwater receiving bodies through its reticulated stormwater network. The initial purpose of this discharge consent is to identify, quantify and reduce the levels of contamination being discharged by the Council's stormwater network. The consent has several conditions that are directly related to sediment and water sampling as well as industrial inspection programmes that are used to provide a much stronger understanding of the types of contaminants present and the effects these contaminants in the stormwater has on Invercargill's receiving waters.

While the stormwater discharge consent allows for the city to legally discharge its stormwater to Invercargill's freshwater receiving bodies, it also means that the Council is also liable for any prohibited contaminants that discharge from the network and into the water. The discharge consent expressly prohibits the discharge of accidentally or purposefully spilled hazardous substances, human and agricultural effluent and the contents of kerbside sumps that is removed during routine maintenance and cleaning. This means that if a private residence or business knowingly or unknowingly allows effluent or hazardous substances to enter the Council's reticulated stormwater network, then the Council is now liable to be prosecuted by the Environment Southland if the contaminant is found to be discharging to any receiving waters.

Environment Southland hold the authority to charge or prosecute individuals for committing an offence against the environment. It has become more common place for Environment Southland to deal directly with the Council as the consent holder rather than the individual or business.

By implementing a bylaw, it would allow the Council to ensure that there is pre-treatment provided at the source of the contamination prior to it being discharged to the reticulated stormwater network and thus reducing councils liability for future prosecutions as well as providing a framework in which Council staff would be able to enforce and provide infringement notices to those that do pollute the waterways.

As a condition of the discharge consent, the Council is required to hold bi-annual meetings with stakeholders of the stormwater network (Fish and Game, Te Ao Marama, Public Health South and Environment Southland). During the last two meetings the possibility of a Stormwater Bylaw was discussed amongst the group and all of the concerned parties agreed that a bylaw would help the Council achieve a better stormwater discharge quality that aligned more closely to each parties preferred outcomes.

The Proposed Bylaw

Managing the issue of stormwater discharge is increasingly dealt with by many Councils through use of a bylaw. Introducing a bylaw would enable Council officers to take action on contaminants entering the system, particularly from higher risk commercial premises. Once contaminants have entered the system it is difficult to manage them and there is a risk that these will enter waterbodies. This can have potential adverse effects on aquatic ecology as well as human health and can create a risk that the Council will not be able to comply with the contaminant limits in its stormwater network discharge consent.

Council officers have considered a number of options for addressing these problems. Monitoring and enforcement of stormwater issues on private property under existing legislative regimes is problematic given the nature and scale of the issues. Council can condition resource consents to ensure that the effects of land use and development on stormwater are adequately avoided, remedied or mitigated. However, this only addresses new development not stormwater treatment and detention at existing sites. The Council could work to improve its incident response times and processes to ensure that environmental effects of contamination events are minimised but this is reactive and does not prevent contaminants from entering freshwater environment. The Council already undertakes multiple forms of community education, however it would be possible to conduct a more thorough and high-profile education campaign, which could increase awareness and compliance. This approach could see a reduction in contaminants entering the stormwater system. However, there will be a portion of the community who would be Laissez-faire, or even belligerent towards this approach. Without any regulatory powers to enact change, there will always be a level of non-compliance that creates risk to the stormwater system.

Central Government will soon create a national based Three Waters programme that will see new regulations and standards introduced across four different regional entities. There is an argument that this could be left to the new entity to generate the appropriate stormwater regulations. However, there is still considerable work to be done in this space and it is unknown how the new regulations will be introduced, enforced and the timeframes associated with them. It is recommended that positive steps need to be taken now to be good stewards of the three waters infrastructure, before the new entity assumes control.

Issues and Options

Stormwater Contamination Concerns

Council does not currently require treatment of stormwater from any of commercial or private sites, prior to discharging it to the public stormwater network. Section 15(1) of the Resource Management Act (RMA) prohibits the discharge of contaminants to water or land in circumstances where it may enter water and expressly prohibits the discharge of contaminants from industrial or trade premises to land unless authorised under a national environmental standard, the regional plan or a resource consent. This has been difficult to manage from a territorial authority's perspective. When contamination is found in stormwater samples, it is extremely challenging to trace the source of the contaminant back to the site of origin without time consuming and expensive testing.

Results extracted from the Council's Contamination Load Model (CLM) report indicate that industrial and commercial sites are significant contributors of heavy metals, hydrocarbons and sediments into the Council's reticulated stormwater network. Annual sediment sampling undertaken by Council staff have returned results that support what the modelling has suggested in that sediment sampling sites closer to industrial zones consistently have higher levels of both heavy metals and hydrocarbons in the samples collected.

Industrial and Commercial Facilities

There are 617 sites within Council's catchment that meet the criteria of being considered higher risk and require inspection. The types of facilities that have the potential to be major sources of contamination in stormwater are:

- **Auto-wreckers and scrap metal yards.** Due to the nature of work associated with these sites there are significant levels of heavy metals and hydrocarbons present on site. Left unchecked, high concentrations of these contaminants can be transported from these sites and into the Council's reticulated stormwater network during rainfall events. Heavy metals and polycyclic aromatic hydrocarbons (PAH's) in high enough concentrations can create a toxic effect on the surrounding aquatic environments.
- **Large unsealed sites.** Large unsealed sections of land such as transport companies or construction sites have equipment that can track large volumes of sediments from the premises and onto the roading carriageway where they can then be washed into the stormwater network during periods of rainfall. Sediments are the major source of contamination in the lower reaches of the Waihopai River, Otepunu Stream and the New River Estuary. Sediments are known to degrade water quality by increasing turbidity, conductivity, reducing dissolved oxygen and changing pH levels. These changes can lead to a reduction of visibility for aquatic life to feed, the smothering of bottom-dwelling organisms and vegetation causing a disruption to vital food chains, and the sediment particulates can be used as a vehicle on which nutrients such as nitrogen and phosphorous can be transported to larger bodies of water and can attribute to eutrophic conditions.
- **Transitional Facilities.** These can include sites that are used for the transporting or storage of containers, drums, boxes or other handling equipment. Outdoor storage of fuels and raw materials can be exposed to rainwater. When materials are improperly handled or stored it can lead to spills that can enter the stormwater network.

- **Dust or particulate generating processes.** These sites include industrial activities such as aggregate handling or cement mixing plants. Dusts or particulates that can be generated during work activities can settle on the ground and be transported during rainfall events. Aggregates from concrete mixing facilities can cause issues with turbidity in receiving waters as concrete dust has an extremely basic pH level and can cause toxicity issues in aquatic environments.
- **Large carparks or refuelling stations.** These sites are known sources of concentrated motor vehicle related contamination. A high volume of traffic movements in a small concentrated area results in brake dust, rubber, oil and hydrocarbon particulates being deposited on the ground in these highly trafficked areas. During rainfall events, these contaminants can be washed into the public stormwater network. Poorly managed vehicle wash down operations can also result in contaminants being washed into the public stormwater network. Heavy metals and hydrocarbons can have a detrimental effect on the receiving waters with hydrocarbons creating acute toxicity in aquatic organisms and are believed to be carcinogenic in high enough concentrations. Heavy metals are known to bind with sediments in the water and on the stream bed, in high enough concentrations they can cause acute toxicity in aquatic life. Heavy metals are also known to bio-accumulate throughout the food chain and can be present in levels that are dangerous for human consumption in some higher tier predators such as eels and trout.
- **Cross connections or poor waste management practices on industrial sites.** Cross connections between wastewater and stormwater networks on industrial sites can also result in contaminants entering the public stormwater network. Poor waste management practices on industrial sites can result in rubbish and associated contaminants entering the public stormwater network.

Notifiable Events

The scope and scale of stormwater contamination also extends to the contamination effects caused by members of the public away from commercial or industrial sites in what is known as a notifiable event. A notifiable event is an incident where a contaminant prohibited by the Council's stormwater discharge consent enters Council's reticulated stormwater network such as a petrol spill or a foul-sewer blockage.

Council's stormwater discharge consent requires Council to notify Environment Southland's compliance team without undue delay of all unconsented or prohibited contaminants that reach the reticulated stormwater network. Once an event has been notified, Council is then subject to an investigation by Environment Southland. These investigations can have a wide range of outcomes, from either no further action required, to prosecution in the Environment Court.

From the date Council was issued with its stormwater discharge consent (December 2017) there have been 80 notifiable incidents of contaminants reaching the stormwater network. Of these, 27 were due to wastewater overflows caused by blockages in the Council's foul-sewer network. For clarity, these 27 events are caused by "fatbergs" where members of the public flush things down the sewer systems that they shouldn't. Unfortunately there is not a lot Council can do about this other than educate and respond quickly when there is an incident.

The remaining 53 incidents were the result of miscellaneous contamination events caused by members of the public either knowingly or unknowingly contributing contaminants to the stormwater network. In that time Environment Southland has undertaken 15 investigations for sewage spills, two formal interviews, one warning letter and one prosecution against Council.

All incidents are required to be attended by a Council staff member and relevant contractors to ensure the contaminants are removed where practicable and remediation of the site is completed. As the owner of both the roading and stormwater network, Council often bear the brunt of these costs for these incidents, which can be significant. The roading contracts team have spent just over \$17,000 and the piped network contracts \$17,500 attending non-scheduled incidents in the 20/21 FY alone. Below are photos of some of the notifiable events that Council staff have attended where an unconsented contaminant has entered the Council's reticulated stormwater network and resulted in a discharge to a receiving water.

Figure 1: A hit and run accident with a power transformer has resulted in over 150L of mineral oil being spilled to the stormwater network and into the Kingswell Creek.



Figure 2: A local industrial site with its used oil receptacle and obvious hydrocarbon staining on the ground around the bottom of the tank.



Figure 3: A member of the public intentionally released fuel from their vehicle into the kerbside channel and the Fire and Emergency New Zealand has doused the fuel with fire retardant foam.



Figure 4: The results of a local contractor washing out his spray gun in a nearby stormwater sump.



Figure 5: Clean-up of waste oil that has been spilled to stormwater at local industrial site



To summarise Notifiable Events, the records of public complaints, the notifiable events under the network discharge consent, the CLM report and Council's water sampling programmes indicate that contaminants are entering the public stormwater system. Contaminants do come from a variety of sources, however industrial and commercial sites do contribute at a higher rate compared to others. Once contaminants have entered the system it is difficult to manage them and there is a risk that these will enter waterbodies. This can have potential adverse effects on aquatic ecology and human health, which then creates a risk that the Council's will not be able to comply with the contaminant limits in its stormwater network discharge.

Through the Council's 2021 - 2031 LTP and its stormwater discharge consent, the Council is required to provide a higher quality of stormwater discharge to our freshwater receiving bodies. By allowing these sites of concern to continue to discharge contaminated stormwater to our reticulated network without pre-treatment, the burden then falls onto Council to remove the contaminants from the stormwater prior to discharge to the environment, failure to so would be in direct contravention of both council documents and any future limit setting for freshwater as set out by the Environment Southland or central government.

How Are Other Council's Approaching Stormwater?

In more recent years there has been an international shift in focus by civil engineers, city planners and contractors in the stormwater community to embracing a more holistic approach towards receiving water health. Many other Councils have adopted or are in the process of adopting Stormwater Bylaws to address stormwater contamination, to improve the health of their respective ecosystems. A quick review of neighbouring Council's websites show the following Councils have a Stormwater Bylaw or have stormwater controls included in broader bylaws and policies;

- Southland District Council;
- Gore District Council – tabled for adoption at a recent Council Meeting;
- Dunedin City Council;
- Queenstown Lakes District Council;
- Timaru District Council; and
- Selwyn District Council.

Whilst the significant portion of Councils do have Stormwater Bylaws, There are some, usually the smaller regional councils that do not.

Environmental Benefits

By implementing a stormwater bylaw it would allow council to enforce change that would lead to a higher quality of stormwater discharge to our receiving waters. With a bylaw in place it would create a legal framework that would require residents and businesses to treat contaminated stormwater onsite prior to entering the ICC's reticulated stormwater network and local receiving waters. With a higher quality of stormwater discharge it would reduce the loadings of such contaminants as heavy metals, PAH's, detergents, gross pollutants and suspended solids, all of which can have an adverse effect on the aquatic environment. With a reduction of contaminants coming from the ICC's reticulated stormwater network, it would provide a healthier environment for aquatic life to reside and in turn would make our receiving waters more appropriate for recreational use and the gathering of mahinga kai.

Significance

The Adoption of a Bylaw is significant. The Local Government Act 2002 (LGA), requires Council to use the Special Consultative Procedure when making, amending or revoking a bylaw.

Options

Option One – Do Nothing. While Council has had 80 notifiable incidents in the past three years, these are not in most cases resulting in the more significant level of abatement notices and prosecutions. The discharge consent issued to Council from Environment Southland requires the Council to work on improving water quality by reducing the amount of contaminants that flows in to our waterways. The Four Wellbeings drive the Council to do better and reduce the number of notifiable events and improve the local ecosystems. Doing nothing will make it more difficult to meet the requirements of the consent and will not support Council's desired approach to stewardship to hand its assets to the new entity in the best state possible.

Option Two – Stronger Education. More effort could be put in to educating the local population about the stormwater systems and the effects their actions have on it. Education may assist with a higher rate of compliance with the RMA and Environment Southland consent around discharge. This option will however effectively still leave the Council with little option around enforcement. There will be some opposition to voluntarily install water propriety devices at significant cost to themselves, or asking people to not wash their cars in their driveways or roads so the detergents do not flow directly in to the water system. This option would require some additional resource to support education activities.

Option Three – Establish Stormwater Bylaw. The proposed bylaw will provide Council with the regulatory power to enforce requirements on polluters to reduce the contaminants they are discharging into the stormwater system. This will greatly assist in improving the water quality within Council's catchment and meeting our obligations under our resource consent and Four Wellbeings. This is the preferred option as it best addresses the issue of reducing contamination and places the costs for this with heavy polluters, rather than all being borne by the ratepayer. There would be some increase in resource required to enable increased compliance and education activities.

Community Views

The proposed bylaw triggers the Significance and Engagement Policy, therefore Council will be consulting with the public. As with all policies and bylaws, it is anticipated there will be a broad spectrum of feedback and submissions. Below is the proposed engagement process to ensure we capture the views of our community.

1 February	Adoption of Consultation Document
4 February – 7 March	Submission period Communications would be targeted at those commercial organisations most directly impacted, as well as the wider public.
22 March	Hearings This would be the same day as the speed review hearings – it is anticipated both could be heard the same day.
5 April	Deliberations
26 April	Adoption of the Stormwater Bylaw
1 July	Bylaw comes into force

Next Steps

Following consultation, any changes required to the Bylaw following consultation will be made.

Upon approval of the Bylaw by Council, the statutory advertising period will take place and then the Bylaw will come into force on 1 July 2022.

There will need to be a significant amount of education and awareness undertaken to let the residents of Invercargill know that a Bylaw does exist and how it will affect them. There will be communication with all businesses that are located in our industrial and commercial areas and those situated on HAIL sites. A communication plan will be implemented to ensure the public and businesses are aware of and understand their responsibilities.

The building consents and planning team will take account of the new Bylaw in relation to their processes for building, site works and demolition plans including sediment and erosion control plans.

The Stormwater Technician(s) will continue to inspect the current HAIL sites, educating businesses on the bylaw and providing advice and support on how they can best meet the new regulations the speed at which these inspections will take place will be dependent on what funding can be secured via the next annual plan review process. Stormwater technicians will continue to be on call to respond to incidents reported to them. It is anticipated they will receive an increase in callouts due to the increased public awareness from communication and education plan. They will inspect, facilitate remediation and follow-up as applicable with further education or enforcement protocols, if required.

Attachments

Draft Stormwater Bylaw (A3332451)

Invercargill City Council

Stormwater Bylaw

Draft for consultation

2022



Invercargill City Council Stormwater Bylaw 2022

Draft for Consultation

Explanatory Note:

This explanatory note does not form part of this bylaw, but is intended to provide a general understanding of the provisions contained in this bylaw.

The objective of this bylaw is to help manage stormwater within Invercargill city as to protect people, property and the environment by minimising the impact of flooding, erosion and contamination of the stormwater network.

This bylaw is in addition to controls on stormwater imposed by the Invercargill City Council and Environment Southland under the Resource Management Act 1991, the Southland Water and Land Plan, the Building Act 2004, or any other Act, Regulation or Bylaw.

1. Title

1.1 This bylaw is the Invercargill City Council Stormwater Bylaw 2022.

2. Commencement

2.1 This bylaw comes into force on **01 July 2022**

3. Purposes

3.1 The purposes of this bylaw are to:

- a) Protect the public stormwater system and the land, structures, and infrastructure associated with Invercargill's public stormwater network from damage, misuse or loss.
- b) Manage the development and maintenance of Invercargill's public stormwater network and the land, structures and infrastructure associated with the network, so as to protect the public from nuisance and promote and maintain public health and safety.
- c) Ensure that discharges into the Invercargill City Councils public stormwater network are appropriately managed at source, and do not damage the network or compromise the Councils ability to comply with any applicable stormwater discharge consents and the Councils water quality targets for the receiving environments.

4. Definitions and Interpretations:

4.1 In this bylaw, unless the context otherwise requires:

- a) **Approve, Approval** or **Approved** means the prior written approval by the Council, either by resolution of the Council or by an Officer of the Council authorised for that purpose.
- b) **Best Practicable Option** has the same meaning as in the Resource Management Act 1991

- c) **Contaminant** is as defined by the Resource Management Act 1991 and means any substance (including gases, odorous compounds, liquids, solids and micro-organisms) or heat, that either by itself or in a combination with the same, similar or other substances, energy, or heat:
- i) When discharged into water, changes or is likely to change the physical, chemical or biological condition of water; or,
 - ii) When discharged onto or into land or into air, changes or is likely to change the physical, chemical or biological condition of the land or air onto or into which it is discharged.
- d) **Control** means a prohibition, restriction or control relating to the stormwater management specified in any guideline or Code of Practice confirmed by a Council resolution after giving consideration to the views and preferences of persons likely to be affected by, or have an interest in, the matter.
- e) **Council** means the Invercargill City Council or any Committee, Sub-Committee, or any Elected Member of Council or any other officer or other person authorised to exercise the authority of the council.
- f) **Discharge** means the direct or indirect discharge of stormwater, groundwater or any other substance into the Invercargill City Councils public stormwater or drainage network.
- g) **Development** in relation to any land, means the altering of the stormwater runoff characteristics of that land including by stormwater drainage works, building work, subdivisions or change of use or ground cover.
- h) **Environment** has the same meaning as under the Resource Management Act 1991
- i) **Hazardous Land and Activities (HAIL)** have the same meanings as in the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- j) **Hazardous Substances** means a substance that is hazardous for the purposes of the Hazardous Substances (Minimum Degrees of Hazard) Regulations 2001.
- k) **Industrial or Trade Premises** has the same meaning as in the Resource Management Act 1991.
- l) **Manager** means a person who controls or manages any premises, or any activity or event of any premises, or operates a part of the stormwater network on the premises, regardless of whether that person is the owner of those premises or that part of the stormwater network.

- m) **Material** includes, but is not limited to:
- i) Hazardous materials;
 - ii) Contaminants ;
 - iii) Building material;
 - iv) Structures and equipment;
 - v) Fill material, including sand or soil;
 - vi) Vegetation;
 - vii) Collected debris; and
 - viii) Litter.
- n) **Nuisance** has the same meaning as in section 29 of the Health Act 1956 and in the context of this bylaw includes:
- i) A person, thing, or circumstance causing distress or annoyance or unreasonable interference with peace, comfort , or convenience of another person;
 - ii) Danger to life;
 - iii) Danger to public health;
 - iv) Flooding of any building floor or sub-floor, or public roadway;
 - v) Damage to property;
 - vi) An effect on the efficient operation of the Councils public stormwater and drainage network;
 - vii) Erosion or subsidence of land;
 - viii) Long or short term adverse effects on the environment;
 - ix) Adverse loss of riparian vegetation;
 - x) Wastewater overflow to land or water; and
 - xi) Anything that causes a breach of a Consent condition in which Council would then be liable for.
- o) **Owner** means the person who owns the premises from which the stormwater originates or on which the stormwater is located.
- p) **Private Stormwater Network** means any component of the stormwater network that drains water from premises on private land to a receiving environment or up to the point of service connection with the public stormwater network and includes pipes, gutters, downpipes, catchpits, swales, subsoil drains, ponds, stormwater treatment devices and any other stormwater management device or redundant stormwater system.
- q) **Public Stormwater Network** means any component of the stormwater network vested in, or under the control of, the Council, whether or not any of the network passes through private land.
- r) **Redundant System** means a system, structure or device that has been replaced by another system, structure or device and is no longer required as part of the stormwater network under any building consent or resource consent condition or engineering approval related to the site.

- s) **Regulated Stormwater** means any stormwater which:
- i) Contains contaminants;
 - ii) Discharges from and industrial or trade premises;
 - iii) Discharges from a premises that is a known HAIL site;
 - iv) Discharges from a premises with a roof type, or spouting, or pipes that are constructed with a regulated material as set out by clause 6.1(e) of this bylaw; and
 - v) Is required by a control to obtain an approval.
- t) **Service Connection** has the same meaning as in the Local Government Act 2002.
- u) **Southland Water and Land Plan (SWLP)** means the Southland Regional Councils (Environment Southland) Operative Water and Land Plan for the Southland region.
- v) **Stormwater** means any surface water run-off subsequent to precipitation or as defined by the most current version of the Southland Water and Land Plan.
- w) **Stormwater Management Device** means a device or facility used to reduce stormwater runoff volume, flow and/or contaminant loads prior to discharge. Including but not limited to:
- i) Rains gardens;
 - ii) Infiltration trenches;
 - iii) Sand filters;
 - iv) Green roofs;
 - v) Wetlands;
 - vi) Ponds;
 - vii) Rain water tanks; and
 - viii) Propriety devices.
- x) **Stormwater Management Plan** means a Council-approved plan which identifies actual or potential risks relating to the discharge of contaminants from a specific site or operation, and contains the management strategies implemented or proposed to mitigate against these risks. The plan identifies the mechanisms required to reduce the potential or actual discharge of contaminants from the proposed site or activity to the Councils public stormwater network and meet limits set in this bylaw, the Southern Water and Land Plan or any relevant National Policy Statement for Freshwater.

***Explanatory Note:** This definition encompasses 'pollution prevention plans', 'urban site specific stormwater management plans', 'operation and maintenance plans' and other documents with different titles meeting the purpose described in the definition.*

4.2 References to any legislative provision include any legislative provision that amends or replaces it.

4.3 References to any regional plan (including any schedule in a regional plan) include any amendment or replacement to it.

5. Use, Construction or Alteration of the Stormwater and Drainage Network

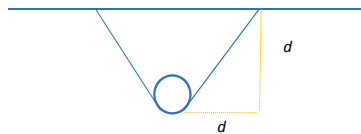
5.1 Application to Connect

- a) No person other than an authorised officer and agents of Council may carry out work to connect to the public stormwater network or otherwise interfere with any part of that network unless the connection or work is permitted in writing by Council, in which case all conditions of this bylaw must be met.
- b) Unless otherwise approved by Council, every application for approval to discharge to the public stormwater system or to carry out any work affecting the public stormwater system must be in writing and include all the information required by Council together with payment of the required fee.
- c) Council approval is required even if a pipe has already been laid up to the point of connection or proposed point of connection to the public stormwater network.
- d) Following receipt of any application for works affecting the public stormwater network or to discharge stormwater to the public stormwater network Council may after considering the proposal and site specific information, either approve the application subject to any conditions for the protection of the public stormwater network or decline the application. Council will notify the applicant in writing of its decision and if an application is declined, Council will give reasons for its decision.

5.2 Approval for Work Affecting the Stormwater Network

A person must obtain written approval from the Council before:

- a) Erecting any structure on, over or within a distance of the depth of the pipe from the edge of the pipe of any public stormwater network before undertaking these works;



- b) Undertaking an excavation or work that is likely to result in damage to the public stormwater network;
- c) Remove any existing cover material or placing any additional material over the public stormwater network that could result in damage or changes in the intended hydrology of the public stormwater network;
- d) Covering or removing any stormwater inlet, outlet, treatment device, manhole or service opening; or
- e) Causing a temporarily or permanently sustained excessive load on the public stormwater network that is likely to result in damage or cause nuisance to the network.

5.3 Discharges to the Public Stormwater Network

From the date of commencement of this bylaw, no person may discharge, directly or indirectly, regulated stormwater into the public stormwater network without prior approval.

5.4 Private Stormwater Network

The Owner or Manager of a private stormwater system must ensure that the system:

- a) Complies with any relevant control confirmed by Council prior to installation of the system;
- b) Is maintained in good operating condition with records of maintenance schedules kept onsite; and
- c) Does not cause or contribute nuisance to the public stormwater network.

5.5 Erosion and Sediment Control Plan

When undertaking a site development:

- a) The site developer must provide Council with an Erosion and Sediment Control Plan for the site. The design and performance criteria of the plan shall be in accordance with the most current version of the Environment Canterbury Erosion and Sediment Control Guidelines.
- b) The Erosion and Sediment Control Plan will provide the controls and methods the site developer will use to ensure that no sediments or sediment laden water leaves the site or causes nuisance to the roading or public stormwater network.
- c) The Erosion and Sediment Control Plan will nominate the person(s) responsible for ensuring that the controls and methods of the Erosion and Sediment Control plan are implemented and adhered to the entirety of the site development project.
- d) No onsite works are to commence until the Erosion and Sediment Control Plan has been approved by Council.

6. Pollution Prevention

6.1 Regulated Activities

No person may, without approval:

- a) Discharge any contaminant from the site and into a private or public stormwater network;
- b) Obstruct or cover any part of the public stormwater network in a manner that is likely to cause nuisance or affect any other property owner or manager of a site;
- c) Obstruct any drain, watercourse or overland flow path in any way;

- d) Allow nuisance to occur during a flood event as a result of a property owners or managers actions or activities;
- e) Construct a new roof or spouting or replace an existing roof or spouting using a material that is likely to cause undue nuisance on the public stormwater network and / or prevent Council from reaching their limit setting targets for the receiving environments.
 - i) Prohibited materials include but are not limited to copper, lead, asbestos or other materials that contain contaminants of concern.

6.2 Prohibited Activities

No person may:

- a) Allow any material, hazardous substances, sewage or trade waste to enter either directly or indirectly to the public stormwater network;

***Explanatory Note:** Without limiting the scope of this rule, but to expel any doubt of the meaning, this rule includes but is not limited to swimming or spa pool water, detergents "eco-friendly or otherwise", pesticides, herbicides, paints, solvents, groundwater from the dewatering of sites without treatment and hydrocarbons.*

- b) Allow any material, hazardous substances, sewage or trade waste to be stored in a location where there is potential to enter and cause Nuisance to the public stormwater system.
- c) Obstruct any stormwater network, in a manner that adversely affects or may affect the efficiency and / or safety of the public stormwater network;
- d) Remove vegetation from or damage vegetation in any wetland on a premises that a person owns, manages or occupies, if the removal or damage is likely to adversely affect the ability of the wetland to contribute to the performance of the stormwater network, unless the Council approves or that person is expressly authorised by an operative resource consent issued by Environment Southland.

6.3 Stormwater Management Plans

- a) Where a site has been identified as having a high risk of potential contamination, a HAIL site or situated on land identified under Environment Southlands Selected Land Use register the sites owner or manager may be required to prepare a Stormwater Management Plan and submit it to Council for approval. The plan must include:
 - i) A suitably scaled drawing or aerial imagery showing the site layout, boundaries, relevant buildings, outdoor spaces and their uses and all private stormwater and waste water drainage including the point of connection to the public networks;
 - ii) A site assessment identifying all of the actual and potential sources of contamination. If onsite soils are contaminated, the assessment shall be undertaken by a suitably qualified and experienced practitioner;

(Explanatory Note: *Contaminants should include but not be limited to any type of hazardous chemicals, heavy metals, detergents, sediments, roof types, waste oils, nutrients and biological contamination.*)

- iii) Methods in place to prevent the contaminants from entering the public stormwater network;
 - iv) A description of the maintenance procedures in place, the maintenance schedule and the person(s) responsible for ensuring the maintenance is carried out;
 - v) If construction works are required to be carried out, a description of the works to be completed and the construction methodology; and
 - vi) Spill prevention and spill response procedures.
- b) If the owner or manager has prepared an alternative plan that addresses the matters as set out in clause 6.3 (a), the alternative plan may be accepted in place of a Stormwater Management Plan at Councils discretion.
- c) Within 90 days of being requested to do so, the owner / manager of the site must submit a Stormwater Management Plan to Council for review and approval.
- d) Once the Stormwater Management Plan has been approved by Council, the owner / manager of the site must comply with all of the terms and requirements, including timeframes of the Stormwater Management Plan.
- e) The owner / manager of the site must review the Stormwater Management Plan every five years and provide a copy of the renewed Stormwater Management Plan to Council for approval.
- f) Council reserves the right to require that any Stormwater Management Plan be updated, altered or renewed at any time.

6.4 Treatment or Works to be Undertaken

In the event that potential or actual contamination is identified as coming from a site or action Council may require:

- a) The owner or manager of the site to implement management options, stormwater treatment or works in order to prevent the discharge of contamination or any substances that may cause a nuisance from the site and into the public stormwater network.
- b) The owner or manager of the site to enact any of the management options, treatment or works to be completed in a time frame stipulated by Council with the expectation that the works shall be undertaken and / or maintained at the owner or managers expense.

6.5 Monitoring Discharges

Council reserves the right for a suitably authorised officer to inspect both private and public stormwater networks to ensure compliance with clauses 6.3 and 6.4 of this bylaw.

7. Offences, Breaches, Fees, Penalties and Dispensing Powers

7.1 Offences and Breaches

Every person breaches this bylaw and commits an offence who:

- a) Does anything in which this bylaw explicitly prohibits;
- b) Does, or allows anything to be done, which is contrary to this bylaw or any part of it;
- c) Fails to do, or allows anything to remain undone, which is required to be done by that person within the timeframe and manner required by this bylaw or any part of it;
- d) Fails to comply with any notice given to that person under this bylaw or any part of it; and
- e) Obstructs or hinders a Council officer or other Council appointed person in performing any duty or in exercising any power under this bylaw.

7.2 Fees

Council may in accordance with section 150 of the Local Government Act 2002 prescribe fees or charges payable for any certificate, license, approval, permit, consent form or inspection made by Council under this bylaw.

7.3 Notices

Council may give notice to any person in breach of this bylaw to carry out any remedial action in order to comply with the bylaw and every such notice shall state the time within which the remedial action is to be carried out, and may be extended from time to time.

7.4 Penalties

- a) Subject to anything to the contrary, every person who commits an offence against this bylaw shall be subject to the penalties set out in section 242(4) of the Local Government Act 2002.
- b) Under section 163 of the Local Government Act 2002 Council or an authorised agent appointed by it, may remove or alter in work that is or has been constructed in breach of this bylaw.
- c) Council may recover the costs of removing or altering the work or thing that is in breach of this bylaw from the person who committed the breach, including ICC staff time. This does not relieve that person of liability for the breach.
- d) Under section 162 of the Local Government Act 2002 Council may apply to the District Court for the grant of an injunction restraining a person from committing a breach of this bylaw.

- e) Council may seize and impound property materially involved in the commission of an offence, under and in accordance with section(s) 164 and 165 of the Local Government Act 2002.
- f) Council will return and may dispose of property seized and impounded in accordance with section(s) 167 and 168 of the Local Government Act 2002.

TEMPORARY ROAD CLOSURES

To:	Infrastructural Services Committee
Meeting Date:	Tuesday 1 February 2022
From:	Russell Pearson
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Tuesday 25 January 2022
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received requests for temporary road closures for the following events:

- **Surf to City Event** – 13 March 2022
- **ANZAC Parade** – 25 April 2022

Council is being asked to consider these, utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10). This Act allows Council to close a road for an event after consultation with the NZ Police and Waka Kotahi, and which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructural Services Committee:

1. Receives the report "Temporary Road Closures".
2. Agrees that the proposed events will not impede traffic unreasonably.
3. As permitted under the Local Government Act 1974 (Section 342 and Schedule 10) approves the temporary closure for the event for the times, dates and locations as specified in the report.

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, which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

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

Street	Date	Times	Event Name
Dunns Road Oreti Beach to Ariki Avenue Dunns Road and Stead Street Ariki Avenue to Bond Street Curran Road 200m from Dunns Road Bond Street Tweed Street to Victoria Avenue (Northbound lane closure only) Victoria Avenue Bond Street to Dee Street (Eastbound lane closure only) Victoria Avenue Dee Street to Museum Kelvin Street Gala Street to Victoria Avenue (Northbound lane closure only)	Sunday, 13 March 2022	9.00am to 12.30pm 9.00am to 12.30pm 9.00am to 10.30am 9.00am to 12.30pm 9.00am to 1.00pm 9.00am to 1.00pm 9.00am to 1.00pm	Surf to City Event
Gala Street Dee Street to Kelvin Street Victoria Avenue Dee Street to Kelvin Street	Monday, 25 April 2022	6.00am to 9.00am	ANZAC Parade

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

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

These events will not unreasonably impact traffic.

These events are beneficial to the Invercargill community, and with well organised traffic management will not unreasonably impede traffic in these areas. Therefore, approval of the events under the Local Government Act is recommended.

Issues

These events will create some minor disruption to traffic flows but it is seen that these delays will not be unreasonable. Business access where needed will continue to be made available and no other significant issues are foreseen. The closing of the streets is necessary to ensure appropriate safety of participants in these community events.

Next Steps

If the Committee is agreeable a public advertisement will be made advising of the planned closures.

Attachments

Not applicable.

SPEED REVIEW CONSULTATION

To:	Infrastructural Services Committee
Meeting Date:	Tuesday 1 February 2022
From:	Russell Pearson, Manager – Strategic Asset Planning Rhiannon Suter, Manager – Strategy and Policy
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Tuesday 25 January 2022
Open Agenda:	Yes

Purpose and Summary

This report outlines the process for the Speed Review consultation which will inform the Rooding and Traffic Bylaw and provides the draft consultation document for adoption.

Recommendations

That the Infrastructural Services Committee:

- Receive the Report "Speed Review Consultation"
- Adopt the Speed Review consultation document (Major Late Item)
- Adopt the Draft Rooding and Traffic Bylaw for consultation (A3699298)

Implications and Risks

Strategic Consistency

This review is in line with the strategy of NZTA and is in alignment with improvements outlined in the Long-term Plan.

Financial Implications

Changes to speeds on Invercargill's roads will require changes to signage which, for the preferred schedule of changes, is planned for within existing rooding maintenance budgets.

Legal Implications

This speed review will result in changes to the Rooding and Traffic Bylaw. The consultation process has been designed to meet the requirements of the Local Government Act and the Ministry of Transport guidance.

Risk

The following risks will be managed in delivery of the consultation:

Risk	Mitigation
Consultation does not meet requirements of the Local Government Act and the Ministry of Transport	The consultation review process has been reviewed against the guidance.
Consultation is required to be repeated due to changes in the Ministry of Transport approach	Consultation is required now in order for Council to proceed with the changes required particularly at schools. The national review may result in a new process for managing speed which replaces bylaws. The results of this consultation will be able to be taken forward into the new system.
The public is confused between the national campaign advertisements and the local consultation	The national campaign may raise awareness. The consultation collateral will explain the difference between the national campaign and the local consultation.
Not all interested parties are aware of the consultation	A range of different traditional and social media will be used to raise awareness of the consultation. Direct stakeholder communications, including to schools will be utilised.
Not all relevant required changes are identified.	The preparation phase has involved the work of a consultant alongside the roading team to identify key areas of change. In the event feedback from the consultation suggests new areas to change speed limits, these can be considered in a future process.

Covid-19 Management

The consultation plan has been planned to meet requirements under the Covid-19 Traffic Light Framework Red Level while also meeting Council's legal responsibilities to provide appropriate methods of engagement under the Local Government Act. In the case of another Lockdown, the consultation will proceed but in person events will be cancelled and the opportunities for online engagement increased.

Background

Speed limits within the Invercargill area are managed through the Roding and Traffic Bylaw. To adjust a speed limit, Council must amend its Bylaw. Any changes to a Bylaw require consultation to occur. The New Zealand Transport Agency publishes the Speed Management Guide to outline the process to follow.

This guide sets out a series of requirements that Council must do including:

- Consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road;

- Consider its environment, land use patterns and whether the road is in an urban traffic area or a rural area;
- Review speed limits in accordance with the Speed Limits rule;
- Review a speed limit when:
 - there is a significant change in the nature, scale or intensity of land use adjacent to a road; or
 - there is a significant change in a road, its environment or its use; or
 - the RCA receives a written request to do so from the Transport Agency.

Council may also:

- Set speed limits in designated areas such as car parks, airports.
- Carry out the consultation required (as part of clause 7.2(1) of the Rule) at the same time they are making a bylaw in accordance with any enactment and its associated consultation procedures.

The Ministry of Transport and the NZTA are currently reviewing the speed management process. This consultation has been designed to meet the current guidance. The results will be able to be utilised under the current system or the proposed system which may replace bylaws with a different process to manage speeds.

It is important (in the longer term) to look to have alignment between both the actual travel speeds and the speed limits with the road function, design, safety and use. On some roads, people may tend to go faster or slower than the speed limit would suggest for the road due to the way the road appears and what is happening adjacent to the road. Speed management needs to take into account community priorities and concerns, and have good public understanding, engagement and support.

Speed management can greatly impact outcomes of crashes on the roads and this is one tool the community can utilise to reduce deaths and serious injuries. Public acceptance of speed reduction is key to effective speed management. Socialisation of the concept that speed limits will be reducing is an important element of the Speed Review.

Staff are aware of a number of reasonably isolated areas where some concerns have been raised and these areas have been tested against the Risk Rating model information developed by NZTA.

Speed around schools has been a high community concern and in late December 2019 the Ministry of Transport issued some guidance on the direction to be taken. This guidance suggests, in general terms, that speed limits around main entrances should be managed at 40 km per hour.

Council has prepared a statement of proposal which includes the Council's speed principles, the roads which would be impacted and maps of the locations.

Issues and Options

Analysis

There are five issues to be addressed as part of this consultation:

The Speed Review

- **Council proposed speed principles** – these are the overarching principles which will guide Council's decision making in terms of speed. Over time Council is proposing to work towards 40kmph speed limits in urban areas and 60kmph speeds in rural areas.
- **Speeds on roads outside School entrances.** For urban based schools it is proposed to introduce 40kmph variable speed limits. For rural based schools it is proposed to introduce 60kmph variable speed limits.
- **Speeds in the City Centre and suburban shopping streets.** For areas within the City Centre, Windsor and South City it is proposed to introduce 30kmph speed limits.
- **Speeds on narrow and unsealed rural roads.** It is proposed to reduce speed limits on a range of roads – details for which are given in the consultation document.

The Speed Review will result in changes to Section 16 and Schedule 3 of the Bylaw which deals with speed.

There are a number of other small changes proposed within the Roading and Traffic Bylaw:

- **Section 26 – Vehicle crossing and access to private property.** In response to requests from the public, the Bylaw will reference where people can find more information about average distances between crossings in a supplementary document. At this time these are: 100m for 100km zone and 80m for an 80k zone.
- **Section 27 – Vehicles on the beach.** An amendment has been made to note that in situations where the entrance to Oreti Beach is made unsafe (e.g. by build up of sand) the Council has the right to close the entrance until it can be removed.
- **Schedule 3** – An update has been made to update the correct Speed limit for Don St to 30kmph.

More detail on these issues is provided in the consultation document.

Significance

The Speed Review will result in changes to a Bylaw. As a result the issue is significant and requires consultation utilising the special consultative procedure.

Options

The options for each issue are outlined in the draft consultation document. The options provided are the Council's preferred option as part of the new proposals or to retain the existing speed limits.

Community Views

Consultation will take place between 4 February and 7 March 2022.

The following engagement plan has been developed taking Covid-19 Red Level requirements into account and is provided for feedback.

Consultation documents will be available online, at the Civic Building and Bluff Service Centre and at the library.

Communications will be sent to key stakeholders, including the Commissioner of Police, Minister of Transport, Chief Executive of the Motoring Association and the Automobile Association, schools and transport bodies, including the Road Transport Forum.

Engagement huis / meetings will be held to ensure members of the public have the opportunity to ask questions of staff members and Councillors.

This mix of meetings has been designed to meet the needs of a range of people in the community and meet legal requirements on Council to provide different ways for all members of the community to engage, both online and in person.

Date	Location	Details
15 Feb	Myross Bush – Public presentation	50 persons limit. Vaccine pass required.
16 Feb	AA Centre – Meeting for members	AA to organise participation.
17 Feb	Library – Public presentation	25 persons limit. Vaccine pass required
22 Feb	Bluff Ambulance Hall – Drop in with presentation option	25 persons limit. No vaccine pass required
24 Feb	Otatara Community Hall – Public presentation	70 persons limit. Vaccine pass required.
27 Feb	Southern Farmers Market (TBC)	Drop in. No vaccine pass required.
TBC	Zoom meeting with two sessions: Public Transport sector	Online option for industry and for any members of the public who do not wish to meet in person.

Hearings will take place on 22 March. People will have the opportunity to be heard in person, over phone or over zoom, following the Council rules for access to the Chambers.

The Rooding and Traffic Bylaw

The results of the Speed Review and Rooding and Traffic Bylaw consultation and the decision made by Council as a result, will be used to update the Rooding and Traffic Bylaw.

Next Steps

The consultation document is provided for adoption. Consultation will commence on 4 February and will close on 7 March. Hearings will take place on 22 March. The updated Rooding and Traffic Bylaw will come into effect on 1 July 2022. The changes to speed limits will come in over time as indicated in the consultation document on a schedule to be finalised following consultation.

Attachments

1. Speed Review Consultation Document (Major late item)
2. Draft Rooding and Traffic Bylaw for Consultation (A3699298)

Invercargill City Council

Roading and
Traffic Bylaw

DRAFT

2022



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INVERCARGILL CITY COUNCIL ROADING AND TRAFFIC BYLAW 2022

A Bylaw of the Invercargill City Council made in pursuance of the powers contained in the Local Government Act 1974, the Land Transport Act 1998 and the Local Government Act 2002.

1. SHORT TITLE AND COMMENCEMENT

1.1. This Bylaw shall be known as “Invercargill City Council Roading and Traffic Bylaw 2022” and is made for the effective control and regulation of activities that may have an adverse effect on users of public places or that might affect the wellbeing or enjoyment of residents.

1.2. This Bylaw shall come into force on 1 July 2022 noting that the speed limit changes have a range of implementation dates as noted in Schedule 3.

2. OBJECT OF BYLAW

2.1 The Bylaw is made under the authority of Section 22AB of the Land Transport Act 1998 and the provisions of the Local Government Act 2002, the Land Transport Rule Setting of Speed Limits 2017 and the Traffic Regulations 1976.

2.2 The primary purpose of the Bylaw is to promote public safety and effectively regulate pedestrian, animal and traffic movement in the road corridors of the Invercargill City Council area as well as enhance the safety and enjoyment of the public, ensuring the functionality of the roads while providing a clear understanding of the use of roads. This Bylaw will assist to minimise nuisance on the beach and help protect the sand dunes and natural environment.

3. REPEAL

3.1 Invercargill City Council Roading and Traffic Bylaw 2021 is hereby repealed from the day this Bylaw comes into force.

4. DEFINITIONS

4.1 In this Bylaw, unless inconsistent with the context:

Approval or **Approved** means that it is approved in writing by the Council, either by resolution of the Council or by an authorised officer of the Council.

Authorised Officer means an appointed serving Police Officer or person warranted by Council under the Local Government Act 2002 as acting on behalf of Council.

Beach means any land in the Council’s district adjacent to any seacoast or lakeside which is part of the foreshore, or is land contiguous to and used in connection with the foreshore, and to which the public has a right of access. The foreshore being any area covered and uncovered by the ebb and flow of the tide, and any adjacent area which can reasonably be considered part of the beach environment including areas of sand, pebbles, shingle, dunes or coastal vegetation, but does not include any private property or land administered by the Department of Conservation.

Carriageway means that portion of the road used or reasonably useable for the time being for vehicular traffic in general and includes any cycle track or footpath used by the public.

Council means the Invercargill City Council, or any officer authorised to exercise the authority of the Council.

Cruising means driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that –

- (a) Draws attention to the power or sound of the engine of the motor vehicle being driven; or
- (b) Creates a convoy that –
 - (i) Is formed otherwise than in trade; and
 - (ii) Impedes traffic flow

Cycle Lane means a road laid out and marked for the exclusive use of cyclists.

District means the area administered by the Invercargill City Council.

Driver means the driver of a vehicle and includes any person in charge of the vehicle.

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

Goods means all types of movable personal property including (by way of example and not by way of limitation) animals, mail, farm and forestry produce which are carried as cargo on a heavy motor vehicle but does not include the personal effects of the driver of a heavy motor vehicle nor of any other person directly associated with the operation of a heavy motor vehicle.

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

Loading Zone means an area of marked roadway designated solely for the purpose of loading or unloading goods or passengers.

Network Utility Operator has the meaning set out in Section 166 of the Resource Management Act 1991.

Person means a natural person and also a body of persons, whether corporate or non-corporate.

Resolution means a publicly notified resolution of Council. A resolution will be made following consultation with affected parties. Council will determine affected parties on a case by case basis.

Road includes a reference to any part of a road and includes –

- a) A street;
- b) A beach;
- c) A place to which the public have access, whether as of right or not;
- d) All bridges, culverts, ferries, and fords forming part of a road or street or a

- place referred to in paragraph c); and
- e) All sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or any other enactment or this bylaw;

provided that the road is under the control of the Invercargill City Council and includes, a road running through or adjacent to an area shown as such in the Invercargill City District Planning Information Maps. Such roads can be in built up areas with kerb and channel and footpaths with speed limits of 60 kph or less and 70 kph or greater.

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

Roadway means that portion of the road used or reasonably usable for the time being for vehicular traffic in general.

Sand Dunes means a hill or ridge of sand piled up by the wind by the coast, and includes any man-made sand dune within the coastal environment.

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

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

Special Vehicle Lane means a lane defined by signs or markings as restricted to a specified class of vehicle, and includes a bus lane, transit lane, cycle lane, and a light rail vehicle lane.

Speed Limit has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2017 and means:

- a) an urban, rural, permanent, holiday, temporary, emergency, or variable speed limit;
- b) the maximum speed at which a vehicle may legally be operated on a particular road; but does not mean the maximum permitted operating speed for classes or types of vehicle specified in any Act, regulation, or rule.

Stock means live farm animals, including, but not limited to, any cow, ox, heifer, steer, calf, sheep, ram, ewe, wether, lamb, goat, kid, boar, sow and pig of any kind.

Stock Vehicle means a vehicle that is carrying stock.

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

- a) A perambulator or pushchair,
- b) A shopping or sporting trundler not propelled by mechanical power,
- c) A wheelbarrow or hand-trolley,
- d) A pedestrian-controlled lawnmower,
- e) A pedestrian-controlled agricultural machine not propelled by mechanical power,
- f) An article of furniture,
- g) A wheelchair not propelled by mechanical power,

- h) Any other contrivance specified by the rules not to be a vehicle for the purposes of this definition, or
- i) Any rail vehicle.

Verge means a grassed area or margin of a road either cultivated or unmown grass and includes planted or landscaped areas of roads.

5. SIGNAGE, VEHICLES AND GOODS ON ROAD

- 5.1 No vehicle, including but not limited to, any trailer or 3 or 4 wheeled drive farm vehicles, may be parked on any public road displaying any sign or notice for the purpose of sale, exhibition or demonstration or for advertising goods, services or businesses without written permission of the Council.
- 5.2 Fixed signwriting on a motor vehicle parked for the purpose of conducting business and actively working is exempt from clause 5.1 when it only includes the name and location of the business and the range of services provided. Signage may not include the costs of services or goods provided.
- 5.3 No person may affix, erect, paint or otherwise place any sign or notice to anything within the legal road, including but not limited to street light columns, cabinets, road signs and signals, without the prior written permission of Council.
- 5.4 No person may display or advertise on or adjoining any land or road that is the property of, or under the control of, the relevant road controlling authority.
- 5.5 Fixed signwriting on motor vehicles for the purpose of advertising for the local body elections are exempt from clause 5.1 for a period of six weeks prior to an election and until 8.00am on the Monday following the election. Trailers must be registered and have a current warrant of fitness and must have a permit approved by Council and comply with the permit requirements. A trailer may be required to be moved if that location is required for repairs or maintenance to Utilities in the area.
- 5.6 No person may sell any goods on the roadside without the prior written permission of Council.

6. LEAVING OBJECTS ON THE ROAD

- 6.1 No person may place or leave objects (including, but not limited to scaffolding, hoarding, shipping containers and rubbish skips) on any part of a legal road unless the prior written permission of Council is obtained.

7. WINDOW WASHING

- 7.1 No person, without the prior written permission of Council, may wash or clean windows or attempt to wash and clean the windows of a vehicle or vehicles stopped at any intersection or approach to any intersection on a roadway.

8. PUBLIC ASSEMBLY ON ROADWAY

- 8.1 A person must apply to Council for a permit authorising an assembly, procession, public meeting or demonstration on a roadway.
- 8.2 No person may take part in any assembly, procession, public meeting or demonstration on a roadway, except where Council has issued a permit authorising the assembly, procession, public meeting or demonstration on the roadway, as the case may be.

9. STOCK

- 9.1 No person may move stock, other than in or on a vehicle, on any road without the prior written permission of Council.

10. ENGINE EXHAUST BRAKES

- 10.1 No person shall at any time operate or cause or permit to be operated an engine exhaust brake such as Jacobs Brake or similar device on a road within the urban boundaries.

11. BONA FIDE PURPOSES OF TRAVEL

- 11.1 No person shall leave any vehicle stationary or unattended on any road other than in connection with the bona fide purposes of travel and stoppages related to travel.

12. GRAZING OF ROADSIDE MARGINS AND VERGES

- 12.1 No person shall permit the grazing of margins or verges of any road by any stock without prior written permission of the Council.

13. PLANTING OF ROADSIDE MARGINS AND VERGES

- 13.1 No person shall plant or cause to be planted any roadside margin or verge with plants of any sort without the prior written permission of the Council.

14. OVERHANGING TREES AND SHRUBS

- 14.1 No person shall permit any tree, shrub or hedge to overhang the road boundary such that it may cause obstruction or visibility problems that affect the safety of any person, vehicle or utility service (either underground or overhead) within the road reserve.
- 14.2 Overhanging also includes root growth across the road boundary such that it affects underground services or paved surfaces within the public road.

15. CONTROL OF WHEELED RECREATIONAL DEVICES

- 15.1 No person shall use any wheeled recreational device, as defined in the Land Transport (Road User) Rule 2004 and including any skateboard, roller skates, roller blade, cart, trolley, toboggan, scooter, in any area deemed to be forbidden. Refer to Schedule 4.
- 15.2 No person shall use any wheeled recreational device in a manner that would, in the opinion of an authorised officer, cause nuisance or harm.
- 15.3 Any person considered by an authorised officer to be in contravention of 15.1 or 15.2 shall provide the authorised officer with sufficient information to ascertain the identity of the person. The information shall include but not be limited to, full name, address, date of birth or any other details so as to enable their identity to be confirmed.

16. SPEED LIMITS

- 16.1 A driver must not drive a vehicle at a speed exceeding the speed limit being a permanent, variable, holiday, urban, rural, temporary or other speed limit.
- 16.2 Temporary speed limits may be placed on any road by an authorised officer to permit the safe operation of the road whilst any activity is being undertaken in that road which may affect the safe operation of any vehicle or the safe working of staff at any site where road or utility maintenance, any approved event or repairs to or the laying of services are being undertaken.
- 16.3 The roads or areas described in Schedule 3 are declared to be subject to the speed limits specified in the Schedules which are part of this Bylaw.

17. STOPPING RESTRICTIONS

- 17.1 The Council may by Resolution, add or remove a parking and stopping restriction or amend the category of restriction of areas, where it is considered to be of a minor nature. The Council may:
 - 17.1.1 Prohibit or restrict the stopping, standing or parking of a vehicle of any specified class or description on a road, or
 - 17.1.2 Limit the stopping, standing or parking of a vehicle on a road to vehicles of a specified class or description, or
 - 17.1.3 Limit the period of time that a vehicle may park on any part of a road where stopping, standing or parking is limited to such vehicles.
- 17.2 A decision under Section 17.1 may apply to a specified road, part of a road, or any area of land owned or leased by Council, or in which the Council is otherwise interested, and may be effective during a specified period of time.

18. SPECIAL VEHICLE LANES

- 18.1 The Council may by resolution, prescribe a road or a part of a road, as a special vehicle lane that may only be used by specified class or classes of vehicle.

- 18.2 A person must not use a special vehicle lane contrary to any restriction made by Council as listed in the Special Vehicle Lane Register.

19. STANDING VEHICLES ON ROADS

- 19.1 No driver shall stop, stand or park a vehicle on a road so as to cause an obstruction.
- 19.2 No driver shall, without the prior written permission of the Council, park a vehicle on a road for any period exceeding three days if that vehicle has no effective motive power in or attached to it, or cannot be safely driven. For the purposes of this clause “vehicle” also includes a boat, trailer, caravan, and any other similar thing.
- 19.3 No vehicle can be parked on the road for a period of more than 14 days without being moved.

20. STOPPING IN SERVICE LANES

- 20.1 No driver shall stop, stand or park a vehicle in a service lane, except for so long as is reasonably necessary to load or unload goods or passengers.

21. ONE WAY ROADS

- 21.1 The Council may, by means of public notification following the special consultative process of the Local Government Act 2002, designate a road to be a one way road. Refer to Schedule 1.
- 21.2 No person shall drive a vehicle contrary to any restriction made under clause 21.1.

22. TURNING TRAFFIC PROHIBITED

- 22.1 The Council may by resolution:
- 22.1.1 Prohibit vehicles from turning to the right or to the left, or turning from facing or travelling in one direction to facing or travelling in the opposite direction at any place or on any road specified in that resolution, and
- 22.1.2 Direct that any such resolution shall apply at all times or only at times specified in the resolution.
- 22.1.3 Permit turning movements by specified classes of vehicles prohibited by all other vehicle types.
- 22.2 No person shall drive a vehicle contrary to any turning restriction made under clause 22.1.

23. HEAVY TRAFFIC RESTRICTIONS / PROHIBITIONS

- 23.1 The Council may, by means of public notification following the special consultative process of the Local Government Act 2002, prohibit or restrict heavy motor vehicles

from a road or prescribe the routes and times by which heavy motor vehicles may pass over roads. Refer to Schedule 2.

- 23.2 No driver of a heavy motor vehicle shall drive or permit a heavy motor vehicle to be driven on any road contrary to a resolution under Clause 23.1 unless:
- 23.2.1 That vehicle is used for the express purpose of picking up from or delivering to a property, with frontage to a road described in the resolution; or
- 23.2.2 The prior written permission from Council has been obtained.
- 23.2.3 Exceptions to clause 23.1 are limited to:
- a) where driving along those roads referred is necessary for the purpose of driving to the domicile of the driver or operator of the heavy motor vehicle; and/or
 - b) in connection with the delivery or collection of passengers or goods to an address on roads when alternative access is not available for this purpose; and/or
 - c) in connection with the provision of services to an address on a road when alternative access is not available for this purpose; and/or
 - d) in connection with the essential maintenance of such heavy motor vehicle; and/or
 - e) under any lawful requirement with which the driver of such heavy motor vehicle must comply with any legislative provision for the time being in force relating to the hours of driving of heavy motor vehicles; and/or
 - f) in connection with any other purpose approved in writing by the Council, or, if required by law.

24. STOCK VEHICLES RESTRICTIONS/PROHIBITIONS

- 24.1 No driver may drive any stock truck on any road within an urban area of the city that is not fitted with an effluent holding tank of sufficient capacity to prevent its overflowing or discharging of effluent on to any road.
- 24.2 The Council may, by Resolution, prohibit or restrict stock vehicles from a road or prescribe the routes and times by which stock vehicles may pass over roads.
- 24.3 No driver of a stock vehicle shall drive or permit a stock vehicle to be driven on any road subject to a resolution under clause 24.2 unless the prior written approval of Council has been obtained.

25. SIGNAGE BOARDS ON THE PUBLIC ROAD (FOOTPATH)

- 25.1 No person shall place a signage board on the public road, except in accordance with the licence conditions detailed in Schedule 5.

26. VEHICLE CROSSING AND ACCESS TO PRIVATE PROPERTY

- 26.1 Any proposed new vehicle access to a private property or location, as well as any modification to any such existing vehicle access, shall require specific approval by Council. Council will impose appropriate design requirements having regard to the

proposed use of the vehicle access. Any proposed new vehicle access to a private property, or modification to any such existing vehicle access, adjoining a State highway will require the approval of the appropriate road controlling authority. Each property shall only have one vehicle crossing unless approved by Council. Each vehicle crossing shall be separated from the next crossing (independently of which property it serves) by distances set by Council. These distances are laid out in the Invercargill City Council Vehicle Crossing and Access to Private Property Standard.

27. VEHICLES ON THE BEACH

27.1 Except with the prior written permission of the Council or an Authorised Officer, and in accordance with any conditions that may be required, a person shall not park or drive any vehicle, motor cycle or land yacht on any part of any beach except as provided below.

27.2 Vehicles are permitted on Oreti Beach as follows:

- a) The vehicles shall be restricted to a speed that is not in excess of 30km per hour.
- b) Drivers shall treat the Beach as a road and will not drive erratically or cause damage through loss of traction or manoeuvres such as doughnuts.
- c) Council will endeavour to maintain appropriate access to the beach. There will be occasions where access becomes hazardous, for example sand drifts or storm surges. Council may close access to the beach until safe access can be restored.

27.3 The Council may by Resolution, establish new areas or delete or amend existing areas, vehicles are permitted and where vehicles are prohibited.

27.4 Nothing in this section shall apply to any Police Vehicle, Fire Appliance, Ambulance, Government Service Vehicle, Surf Lifesaving, or Council vehicles while carrying out official duties or any other vehicle operated by and authorised by the Council to drive on the beach.

28. SAND DUNES

28.1 No vehicle, including but not limited to, motor cycles and quad bikes, shall enter or access the sand dunes in the District.

29. PROTECTIVE WORKS

29.1 No person shall displace, or otherwise interfere with any fence, barrier, notice or other temporary or permanent structure or warning device provided or approved by Council or by any Surf Life Saving Club without the express written permission of the Council.

29.2 No one shall interfere with or remove any portion of any protective works, groynes or other structures erected on the beach or foreshore for the control of sand or shingle or for the prevention of erosion.

30. CYCLE PATHS

- 30.1 The Council may by resolution regulate the use of cycle paths by:
- a) Prohibiting the use of the cycle path by specified vehicles or classes of vehicle
 - b) Determining priority for users of the cycle path by some or all of the following persons:
 - i. Pedestrians
 - ii. Cyclists
 - iii. Riders of mobility devices
 - iv. Riders of wheeled recreational devices
 - c) No cyclist shall ride or operate a cycle on any combined cycle / walking facility in a manner that threatens the safety of any pedestrians. Cyclists shall travel at a speed close to walking speed when in the vicinity of pedestrians.
- 30.2 A person must not use a cycle path in a manner contrary to any prohibition or restriction under this clause.

31. CRUISING

- 31.1 The Council may by resolution:
- a) specify any section of road or roads on which cruising is controlled, restricted or prohibited;
 - b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for a driver to avoid being regarded as cruising
- 31.2 A person must not use a motor vehicle contrary to a control, prohibition or restriction made under this clause.

32. SHARED ZONES

- 32.1 The Council may by resolution specify any road or part of a road to be a shared zone.
- 32.2 Any resolution made under this clause may specify -
- a) whether the shared zone may be used by specified classes of vehicles;
 - b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and
 - c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.
- 32.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road or part of a road specified as a shared zone.
- 32.4 No person may use a shared zone in a manner that contravenes a restriction made by the Council under this clause

33. DAMAGE TO INFRASTRUCTURE

- 33.1 No person shall interfere with, damage or remove any infrastructure associated with the provision of roading services. This includes the road structure and surface, guardrails and sightrails, streetlights, fences, signs, markers, and roadmarking. Any

damage to Council's roading infrastructure will be repaired by Council to the required standards. The matter may be taken before the Courts to recover the costs of damage.

34. APPLICATION PROCEDURE FOR WRITTEN PERMISSION / PERMIT

34.1 Where this Bylaw provides that a person may apply for the prior written permission of Council or obtain a permit from Council, a person may do so by making a written application to the Roding Manager.

34.2 An application made under Clause 8 must be accompanied by a Traffic Management Plan. The Traffic Management Plan must be approved by the Roding Manager.

35. EXEMPTIONS

35.1 This Bylaw does not apply, as appropriate, to:

- a) a vehicle stopped in a traffic emergency, accident or for other unavoidable cause, for as long as shall be reasonably necessary;
- b) a vehicle parked or stopped or being used in compliance with the directions of a police officer, or traffic sign or signal;
- c) a vehicle which at the time is being used as an ambulance, police vehicle, or fire brigade vehicle in an emergency;
- d) a vehicle which at the time is being used by a registered medical practitioner on urgent medical business;
- e) a vehicle which at the time is being used by a network utility operator for carrying out urgent public work; or
- f) a vehicle which at the time is being used on urgent official business of the Council.

36. FEES

36.1 The Council may in accordance with Section 150 of the Local Government Act 2002 prescribe fees or charges payable for any certificate, licence, approval, permit or consent required and made by Council under this Bylaw.

37. PENALTIES

37.1 Any person that commits an offence against this Bylaw shall be subject to the penalties set out in Section 242(4) of the Local Government Act 2002 and Section 167 of the Land Transport Act.

37.2 In accordance with Section 163 of the Local Government Act 2002, the Council or its authorised agent may remove or alter any work that has been constructed in breach of this Bylaw.

37.3 The Council may recover costs of removing or altering the work or thing that is in breach of this Bylaw from the person who committed the breach. For the avoidance of doubt, Council doing so does not relieve that person of liability for the breach.

37.4 In accordance with Section 162 of the Local Government Act 2002 the Council may

apply to the District Court to grant an injunction restraining a person from committing a breach of this Bylaw.

- 37.5 Council may seize and impound property materially involved in the commission of an offence under this Bylaw in accordance with Sections 164 and 165 of the Local Government Act 2002.
- 37.6 The Council may return to the owner or may dispose of, seized and impounded property in accordance with Sections 167 and 168 of the Local Government Act 2002.

38. DEFENCES

- 38.1 A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- a) Took place in compliance with the directions of a police officer, a parking officer or a traffic control device;
 - b) Was performed by a parking officer or a parking warden and was necessary in the execution of that person's duty.

SCHEDULE 1 – ONE WAY ROADS

The following streets listed represent all of the one-way streets located within the confines of Invercargill City:

- ~~Don Street from Kelvin Street to Dee Street – The direction of travel is from east to west.~~
- Esk Street from Kelvin Street to Dee Street – The direction of travel is from west to east.
- Tyne Street south from Clyde Street to Nith Street – The direction of travel is from east to west.
- Tyne Street north from Clyde Street to Nith Street – The direction of travel is from west to east.
- Wood Street from Clyde Street to Nith Street – The direction of travel is from west to east.
- Wye Street from Dome Street to 80m south – The direction of travel is on the eastern leg from north to south and the western leg from south to north.
- Lagan Street (Bluff) from Liffey Street to Boyne Street - The direction of travel is from east to west.

SCHEDULE 2 – HEAVY TRAFFIC RESTRICTIONS / PROHIBITIONS / PRESCRIBED ROUTES

1. Beatrice Street, Invercargill between Dee and Philip Streets with a vehicle weight restriction of 3,500 kg for through traffic (exempt to this restriction is local residential delivery and service requirements).

Schedule 3 and the maps in this document will be updated once the consultation process is completed and adjusted speed limits have been confirmed via resolution from Council. Please refer to the consultation documents for the Council's proposal.

SCHEDULE 3 – SPEED LIMITS

The following streets listed shall have the corresponding restricted speed limit imposed:

20 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 20 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S1/01	20 km/hr	At Invercargill: All roads as marked on the maps entitled "Bylaw Speed Restrictions for Invercargill City" – Sheets 1 of 2 and 2 of 2 and identified in the legend as being 20 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic

30 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 30 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S2/01	30 km/hr	At Invercargill: All roads as marked on the maps entitled "Bylaw Speed Restrictions for Invercargill City" – Sheets 1 of 2 and 2 of 2 and identified in the legend as being 30 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic

40 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 40 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S3/01	40 km/hr	At Invercargill: All roads as marked on the maps entitled "Bylaw Speed Restrictions for Invercargill City 2012" – Sheet 2 of 2 and identified in the legend as being 40 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Roading and Traffic	Invercargill City Council Bylaw 2015/3 – Roading and Traffic

50 km/hr

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to be Urban Traffic Areas subject to a speed limit of 50 km/hr, except for those roads that are:

- a) Described as having a different speed limit in another schedule to this Bylaw; or
- b) Shown on a map to have a different speed limit and are referenced in another schedule to this Bylaw.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S4/01	50 km/hr	At Bluff: All roads within the area marked on the map entitled "Bylaw Speed Restrictions for Invercargill City 2012", Sheet 1 of 2 and identified in the legend as being an Urban Traffic Area subject to a speed limit of 50 km/hr, except for State Highways and those roads that are marked on the said map and identified in the legend as having a different speed limit as referenced in another schedule to this Bylaw.	1 July 2008	Invercargill City Council Bylaw 2021 – Roading and Traffic	Invercargill City Council Bylaw 2015/3 – Roading and Traffic

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
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S4/02	50 km/hr	<p>At Invercargill: All roads within the area marked on the map entitled "Bylaw Speed Restrictions for Invercargill City 2012", Sheets 1 of 2 and 2 of 2 and identified in the legend as being an Urban Traffic Area subject to a speed limit of 50 km/hr, except for State Highways and those roads that are marked on the said map and identified in the legend as having a different speed limit as referenced in another schedule to this Bylaw.</p>	1 July 2008	Invercargill City Council Bylaw 2021 – Roading and Traffic	Invercargill City Council Bylaw 2015/3 – Roading and Traffic
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70 km/hr

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to be subject to a speed limit of 70 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S6/01	70 km/hr	All roads as marked on the map entitled "Bylaw Speed Restrictions for Invercargill City 2012" Sheets 1 of 2 and 2 of 2 and identified in the legend as being 70 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic
S6/02	70 km/hr	At Kennington: All roads as marked on the map entitled "Bylaw Speed Restrictions for Invercargill City 2012" Sheet 1 of 2 and identified in the legend as being 70 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic
S6/03	70 km/hr	At Makarewa: All roads as marked on the map entitled "Bylaw Speed Restrictions for Invercargill City 2012" Sheet 1 of 2 and identified in the legend as being 70 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic

80 km/hr

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to be subject to a speed limit of 80 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S7/01	80 km/hr	At Invercargill: All roads as marked on the maps entitled "Bylaw Speed Restrictions for Invercargill City 2012" – Sheets 1 of 2 and 2 of 2 and identified in the legend as being 80 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic

100 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 100 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Came Into Force	Legal Instrument	Previous Legal Instrument
S8/01	100 km/hr	All roads outside an Urban Traffic Area listed in schedule 3 have a speed limit of 100 km/hr, except for roads that are: Described as having a different speed limit in another schedule to this Bylaw; or Shown on a map to have a different speed limit and are referenced in another schedule to this Bylaw	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic
S8/02	100 km/hr	All roads as marked on the maps entitled "Bylaw Speed Restrictions for Invercargill City 2012", Sheets 1 of 2 and 2 of 2 and identified in the legend as being 100 km/hr	1 July 2008	Invercargill City Council Bylaw 2021 – Rooding and Traffic	Invercargill City Council Bylaw 2015/3 – Rooding and Traffic

Temporary Speed Limit Restrictions

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a Temporary Speed Limit Restriction, as stated in the tabled below.

Temporary Speed Limit Restrictions	Road Name	Reference Number	Date Speed Limit Came into Force	Legal Instrument	Previous Legal Instrument
70km/hr from 8.30 to 9.00 am and 2.30 to 3.30 pm on days when signs are illuminated	Mill Road North	S/10/01	28 July 2012	Invercargill City Council Bylaw 2021 – Roading and Traffic	Invercargill City Council Bylaw 2015/3 – Roading and Traffic

SCHEDULE 4 – WHEELED RECREATIONAL DEVICES

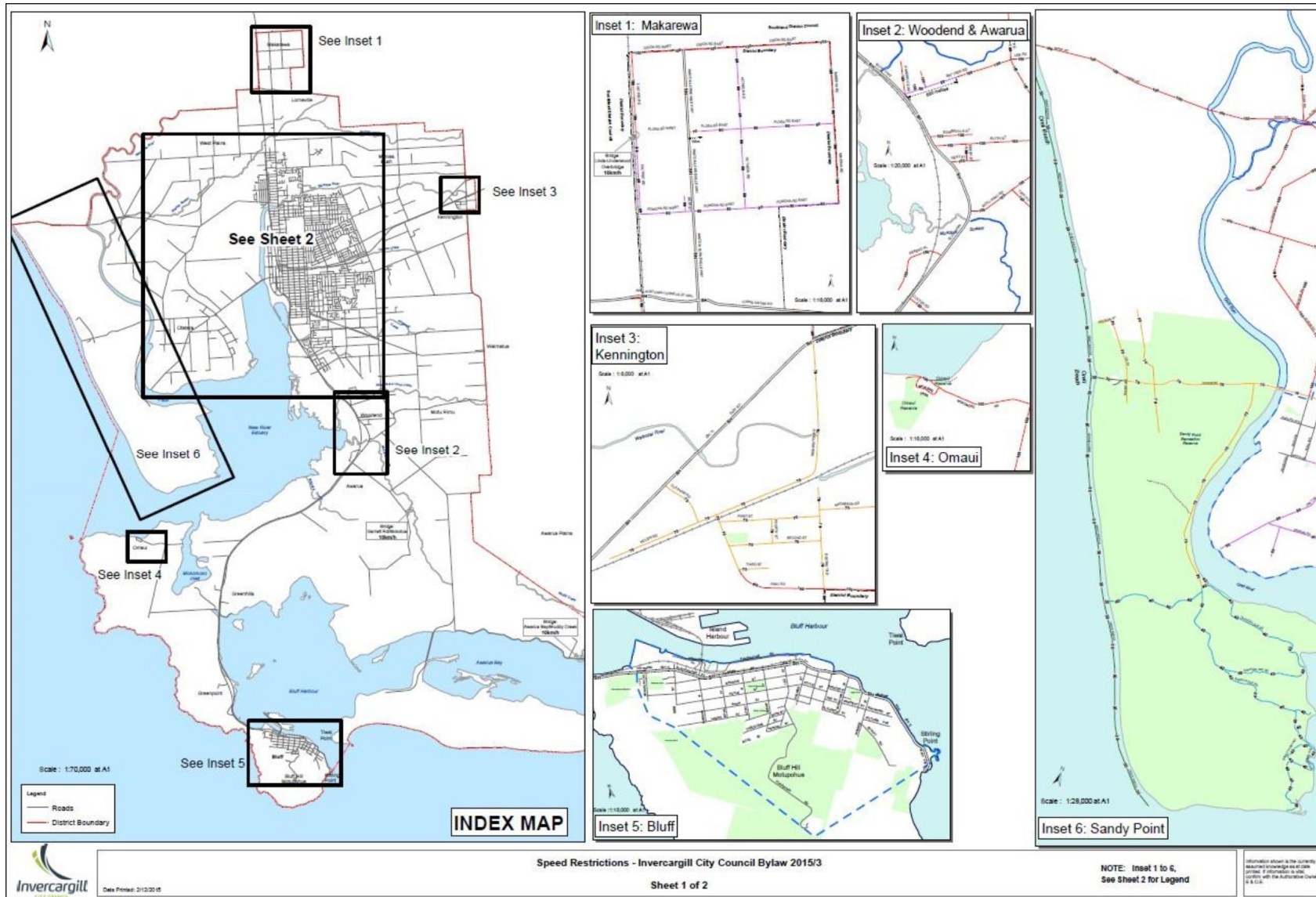
Areas where Wheeled Recreational Devices are forbidden:

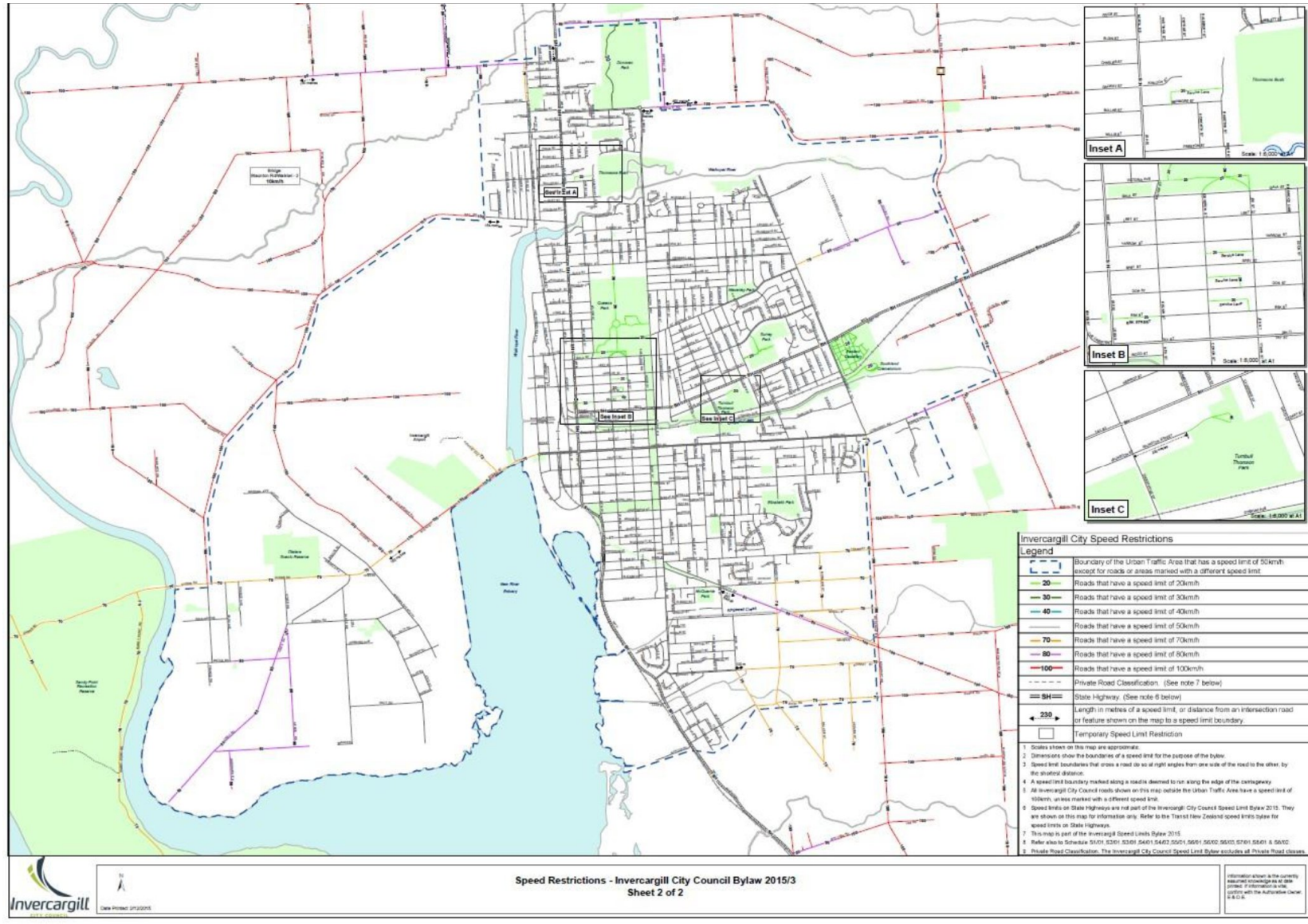
1. The area within Wachner Place.
2. The area surrounding the Civic Administration Building and the Civic Theatre Complex.
3. Car Park Building in Leven Street.
4. All Sand Dunes in the District.
5. Esk Street (Dee to Kelvin)

SCHEDULE 5 - LICENCE CONDITIONS FOR THE PLACEMENT OF SIGNAGE BOARDS ON THE PUBLIC ROAD (FOOTPATH)

1. Signage boards will be permitted in the City of Invercargill subject to compliance with the following conditions:
 - i. All signage boards must be registered with the Council.
 - ii. A registered sign will be subject to the payment of an annual licensing fee which will be established by Council and reviewed on an annual basis.
 - iii. A signage board will have the following dimensions:
 - a) Height - minimum of 0.5m and maximum 1.1m;
 - b) Width - maximum of 0.6m;
 - c) Spread - maximum of 0.5m; and
 - d) Sign base to be within 300mm of the ground.
 - iv. All signs on roads are to be firmly secured or supported so as not to cause a nuisance.
 - v. No revolving signs, signs with moving parts or signs with sharp edges or corners will be permitted.
 - vi. A maximum of two signs per property.
2. Location of signage boards. The location of signage will be subject to the following requirements:
 - a) Signage boards must be located 100mm back from the carriageway edge and in such a position that there is a minimum two metre clearance of footpath for pedestrian traffic.
 - b) Where the area has a verge or gravel berm then the sign is to be placed on this and not the footpath. Where there are no footpaths, then the sign will be sited on the berm area.
 - c) Signs must be located immediately adjacent to the business premises and relate to the business occurring on that site.
3. Where unique circumstances apply, an application may be made for signage not complying with Clauses 1 and 2 above. Applications are to be made in writing to Council's Roading Manager detailing the unique circumstances of the business. A processing fee for this service may be charged.
4. Display of signage boards. Signage boards will only be displayed during the trading hours of the businesses to which the signage boards relate.
5. The Licensee shall keep the Invercargill City Council indemnified against any damage or injury that may occur to any person using the road or to the property of any person using the road arising directly or indirectly from a signage board. The Licensee shall enter into public liability insurance of \$1 million to indemnify the Invercargill City Council from any claim against the Invercargill City Council arising directly or indirectly as a result of the Licensee's actions.

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ACTIVITIES REPORT

To:	Infrastructural Services Committee
Meeting Date:	Tuesday 1 February 2022
From:	Group Managers
Approved:	Clare Hadley - Chief Executive
Approved Date:	Tuesday 25 January 2022
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

This report provides an update on a wide range of activities across the Council.

Recommendations

That the Infrastructural Services Committee receives the report "Activities Report".

Leisure and Recreation

Parks and Recreation

Completion of Southland Cremator Reline

The cremator was shut down at the end of November for significant essential relining maintenance. During this time Dunedin City Council provided a cremation service to our community with the Invercargill Crematorium team implementing a safe and effective process for transporting loved ones to and from Dunedin.

The maintenance went really well with no issues and the inside is now as new. Planned replacement of the electronic controller and a section of the flue chimney is scheduled for May 2022 as part of the maintenance service programme. The next reline is anticipated to happen in approximately 12 years.

New Bilingual Signage - Queens Park

The signs in Queens Park have had a re-vamp. Style, colours and format were refreshed, making the signs more vibrant and engaging for visitors. Wayfinding has been reviewed, new signage features added and Te Ao Māori applied.

Old Softball Building Demolition

The Southland Softball Association old building at Surrey Park was demolished in December 2021 just before Christmas. This land once cleared is to be remediated to a playing field.



Softball Building Demolished December 2021

Sandy Point Domain Master Plan

Sandy Point Domain Master Plan Tender was awarded in December 2021 to develop a Sandy Point Master Plan. This will be used to inform the Sandy Point Domain Management Plan when that is reviewed. The main objective is for the consultant to provide services for the delivery of a spatial concept plan and strategy for 30 year master planning of Sandy Point Domain. The consultant will support ICC with an understanding of what the future demand and land use options are for Sandy Point Domain through internal and external engagement and consultation. They will also be required to identify potential constraints and opportunities in the context of future demand including major upgrades following engagement to ensure project completion.

The contract begins February 2022, meeting with consultants to review and confirm the overall project programme and project methodology.

Tū Manawa Fund (Pop-up Play) – Update on New Location

Since the update to Councillors via the October Activity Report, the pop up play has now been relocated to Bluff where it will remain for a few months before it is moved again to a new location.



Gostelow Park

Stage one for this Pump Track was completed in December 2021 and a soft opening was held on Friday, 17 December. Invited guests included His Worship the Mayor, Councillors and key members of the community who were either involved in the planning or development of the project. Stage Two development includes:

- Planting (winter season)
- Informal play
- Picnic table
- Plaque recognising funds received from Mr and Mrs Gostelow
- Signage for user guidelines

NZ Gardens Trust Assessment – Update

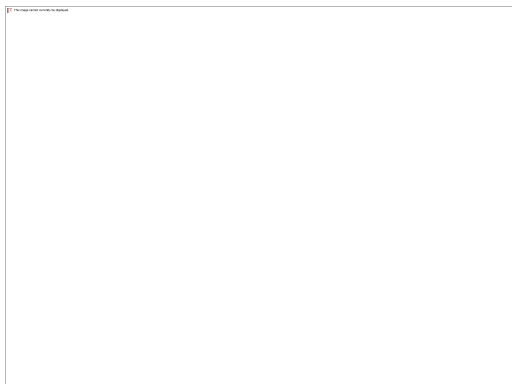
Since the update in the October Activity Report, the status of Queens Park as a Garden of National Significance has now been assessed by the NZ Gardens Trust Assessors. Queens Park currently has 5 stars and is recognised through the positive comments received by visitors from around the world. Results of this assessment are expected to be announced in February which will also coincide with the announcement of the Kiwis Choice award.

Santa Parade

The Santa Parade took a new approach to parading and drove through various parts of town, ending up in a static display in Queens Park. It was a first for all involved, and implemented as a result of the COVID level restrictions, and was well received by the community.

Community Play

A community event was held in November in celebration of the rejuvenation of the Clifton Play spaces. Over the last few years ICC has partnered with Healthy Families/Active Southland and the Clifton community to upgrade the three playgrounds in Clifton. The result has been a tremendous success with the local community utilizing these spaces more and all have appreciated being involved with the process.



Aquatic Services Activity Report

Splash Palace has partnered with the YMCA to provide a career focussed pool lifeguard course. The YMCA will train individuals to be lifeguards and participants who show good skills, behaviours and values could be employed by Splash Palace as casual lifeguards. Splash Palace provided assistance and the venue for this course to be run. This course was completed prior to Christmas and was successfully complete by 8 individuals. We are currently working with 4 of those individuals through a recruitment process.

The overarching purpose of this course is to create a pool of qualified lifeguards to be able to recruit quickly to avoid being short staffed while the normal recruitment process takes up to 12 weeks. Once participants have obtained their lifeguard award there are possibilities for them to work as a lifeguard, swim school teacher, reception and café or train in plant maintenance and water treatment. This provides opportunities and a platform for a career in aquatics or the wider leisure and recreation field. The YMCA and Splash Palace are looking at starting the next course at the end of February.

In mid-December the Swim School Supervisor resigned effective from mid-January. With this not being an ideal time to recruit and needing leadership in that area for term 1 we have partnered with the Southland Swim School, formerly H2O Dreams, to support the delivery of these services from the upcoming term. A review of the swim school by Swimming New Zealand in 2021 found that the quality of the swim school could be improved but recommended an external party to oversee this change. Although control of the swim school remains with Splash Palace, Jeremy Duncan from Southland Swim School will work with Splash Palace management to improve the quality of swimming lessons and customer service. The contract is initially for terms 1 and 2.

Advice from the engineer for remedial work to the building where the old hydro slide was located was received in early December. The remedial work will continue in January/February 2022.

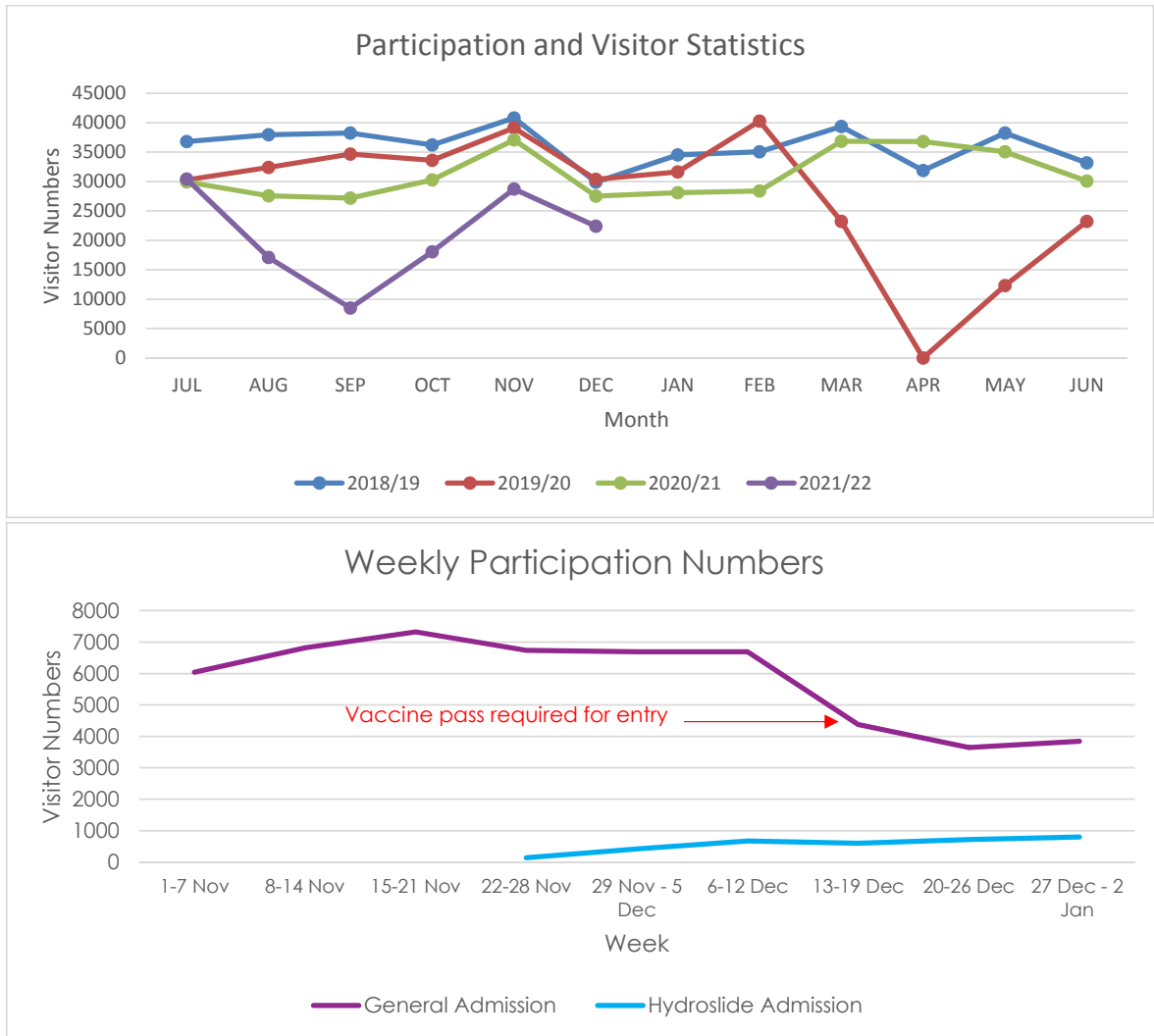
The hydro slides re-opened to the public on the 26 November with additional cleaning requirements to manage the risk of Covid-19. The hydro slides have been popular over this period with usage increasing.

Participation and Visitor Stats

Participation numbers increased in November as we delivered a more consistent and expanded range of services to the community. However, in December numbers dropped away, but this trend is consistent with this time of year.

Under level orange, Splash Palace is able to operate relatively normal under the public facility guidelines with the requirement for a vaccine pass to be used. Initially Splash Palace did not require the use of a vaccine pass, this did not show any change in admissions, however once Splash Palace changed to using a vaccine pass admissions there was a reduction in participations but this drop was consistent to previous year's drops in numbers.

There have been pro-rata refunds given to customers who cannot use the facility due to not having a vaccine pass but these have been minor with a total refund value at under \$5,000.00.



Infrastructure

Covid Contingency Planning for Essential Infrastructure Services

With Omicron now posing a risk in the community, contingency plans have been worked through to ensure essential infrastructure services are able to remain operational should we have a number of staff impacted by the virus.

Council's key risk areas are our water and wastewater treatment plants due to the critical nature of these services and the small teams of specialised staff required to operate them. It should be noted that both treatment plants can be operated remotely via ICC's SCADA system if staff are required to isolate for a period of time. This cannot be done indefinitely or during a heavy weather event but provides some degree of contingency.

Staff outside the immediate treatment operation teams also have basic training and knowledge of the plants as do our contractors and can assist qualified treatment operators as required. We are also talking to our counterparts around the region to ensure we can support each other via roving operators assisting with multiple plants if required.

Stead Street Stopbank

Work on the Stead Street stopbank upgrade is continuing with the physical works on track and a particularly strong health and safety record on this project. This project includes a significant portion of landscape and cultural narrative design which is currently progressing with the Waihopai Rūnaka.

Civic Administration Building

Early works have commenced on the upgrade of the Civic Administration Building with the appointment of Project Management Firm RCP late last year. Invercargill City Council is currently out to market for architectural support on the project. Scoping and design works will be underway in 2022 with physical construction commencing in 2023.

Rugby Park

ICC commissioned a full building condition assessment and structural review of the Rugby Park Facility in the second half of last year. Although structural and condition reviews have previously been completed on isolated sections of the facility, this is the first time an assessment has been conducted on all buildings and structures. These reports are due back in the coming weeks at which time staff will prepare a briefing for Council on the outcomes of the report and next steps.

Bluff Boat Ramp

A number of complexities have arising with the Bluff Boat Ramp project resulting in a request late last year that the Project Management Office (PMO) undertake a review of the project and its status.

The review found:

- The initial project (2018) was community focused and there wasn't a deep understanding of all users and needs at that stage.
- The boat ramp design caters for the largest potential vessel (commercial vessel or large recreational boat).
- There is insufficient funding to deliver a boat ramp improvement project to meet both recreational and commercial needs for the facility.

The project has now been allocated to the PMO to take forward and will be reported through the formalised Project Control Group structure and through to the Risk and Assurance Committee.

The PMO is currently working through the project to:

- Undertake a brief business case process for the project and ensure the right problem statements are identified.
- Identify all key funders.
- Confirm user groups and full scope of work.
- Confirm with confidence the full and final funding gap.

- Bring a report back to the Bluff Community Board and Council on next steps for the project.

Oreti Beach Entrance

Each year over the summer months, Council, as part of our Memorandum of Understanding with Department of Conservation and Environment Southland undertakes to remove soft sand from the Dunns Road beach entry to offer beach access.

Over the last month our maintenance team have cleaned the entry onto Oreti Beach five times due to the soft sands. A number of vehicles have been getting stuck whilst entering the beach. This is concerning for the owners and restricts access for those waiting. Council is not responsible for assisting with towing vehicles and had a range of communication messages reminding people not to enter this area where their vehicle is unsuitable and to take extra care as often there are a number of pedestrians.

Works are undertaken at planned frequencies and where an issue occurs at weekends at this stage there is no provision for additional unplanned works. The issues encountered have historically been over the December to February period.

Otatara and Bay Road Temporary Speed Limit

Otatara Road and Bay Road have a temporary speed limit installed due to suspected failure of the surface condition identified late last year. The approaches to the intersection of Otatara and Bay roads from the side roads are also impacted with the temporary speed limit as the intersections are operating at the temporary speed. Comprehensive testing of the road surface has been undertaken which has further confirmed that the road has poor skid resistance properties particularly in wet conditions. Further signage has been installed advising of these conditions.

Planned remedial works are programmed for February, with further testing to be undertaken following the works to assess whether the surface is back to an acceptable level. Works are to be undertaken at night to limit disruption.

Over the coming months Invercargill City Council is going to public consultation over the speed limits of all the roads in the network. The sections which are currently reduced to 70km/h by the temporary speed limit are to be proposed at 80km/h as part of this consultation.

Otatara Road – Temporary Speed Limit

In addition to the temporary speed limit on Otatara Road and Bay road there is also a fixed speed camera (along Otatara Road) which has been in place for some time. When the temporary speed limit was put in place, the New Zealand Police were advised.

What has occurred is that a number of vehicles have exceeded the displayed speed of 70 km/h and infringement notices have been issued by the Police. Council has been provided with feedback from police that they have been alerted by the number of requests for fines to be waived.

It is important to consider the two elements which are occurring on the road, namely;

1. A temporary speed limit is applied as there are concerns with regard to safety and

2. A small element of the community who have not chosen to follow the new speed limit and this has resulted in an infringement notice.

The placing of a temporary speed limit is not done without thought and consideration and is part of a regulatory system. It is expected that drivers will follow and obey the signage which is presented in front of them be it 30, 50, 70 etc. as it is done with a specific reason and purpose. This is equally important through work sites or anywhere a speed is posted.

We understand that some of the speeds through this area are as high as 120 km/h and well in excess of the previous limits. These speeds are unacceptable and are the reason this speed camera was installed.

What is concerning is that a number of people have contacted Council expressing the view that Council has in some way caused them to be liable for a fine. It should be noted that Council is not party to any input into whether fines should be enforced.

Roads Resealing

Our contractors are already in full flight for the summer road reseal season with a number of city streets in the process of being resurfaced over the coming months. Residents will be asked to keep their cars off the street on the days when the work is planned (which will always be weather dependent).

Additional care needs to be taken whilst the contractors are on site and working. In the streets the work will require spaying of hot bitumen and have many moving trucks and rollers and as such the contractors will be looking to keep everyone well away from the equipment. Council use an emulsified bitumen which is able to be sprayed at a lower temperature (9 so is safer) and uses water (as the emulsifier) so has less volatiles and is more environmentally friendly.

After chip sealing there is often some loose chip on the sites and these sites also need lower speeds particularly if we experience hot weather otherwise the seal surface can be damaged. The sites are swept of chip after sealing but some chip does become loose and care is needed.

Any damage to the surface through vandalism or excessive turning or speed can tear this coating until it has had enough time to "bed down" and adhere to the old surface and the new chip. Those first few days are very key to the life of the surface. Again this can be seen by residents as a disruption but if they have any concerns contact can be made with the contractor who will work through and discuss any access issues.

Certificate of Merit for 'Drive my Life'

Road Safety Southland was awarded with a Trafanz Safety: Certificate of Merit for 'Drive my Life' in December last year.

Road Safety Southland deliver 'Drive my Life' through a shared service agreement with Invercargill City Council, Southland District Council and Gore District Council for road safety promotion and education.

Drive my Life is a community mentoring driving programme for vulnerable members of Murihiku predominately (but not limited to) rangatahi aged 16-24. With a vision to assist referral based at-risk participants to gain the necessary knowledge and skills essential to obtain a drivers licence.

'Drive my Life' also received a Community Driver Mentor Programme award from Driving Change Network group in 2021.



Invercargill District Speed Review

and Roading and Traffic Bylaw
Consultation

DRAFT



Invercargill District Speed Review - February 2022



INVERCARGILL DISTRICT Speed Review

Consultation closes 7 March 2022

This consultation document summarises the decisions which Council is considering regarding potential changes to speed limits in the Invercargill District.

What are we consulting on?

Council has responsibility for setting speed limits on local roads within the District. These limits are set within the Roding and Traffic Bylaw and then enforced by the Police.

We are consulting on whether speed limits should change in different locations within Invercargill city, Bluff and the wider Invercargill District.

We are also consulting on some other issues in relation to the Bylaw. Further details are on page 11.

Where can you get more information?

More information can be found online at www.icc.govt.nz/Speedreview

You can also view copies by request at the Civic Administration Building Help Desk, the Bluff Service Centre or the Invercargill Public Library. Alternatively contact us on policy@icc.govt.nz or by phone **03 211 1777**.

Consultation hui will take place at a number of locations and online – for a full list of events visit www.icc.govt.nz/Speedreview

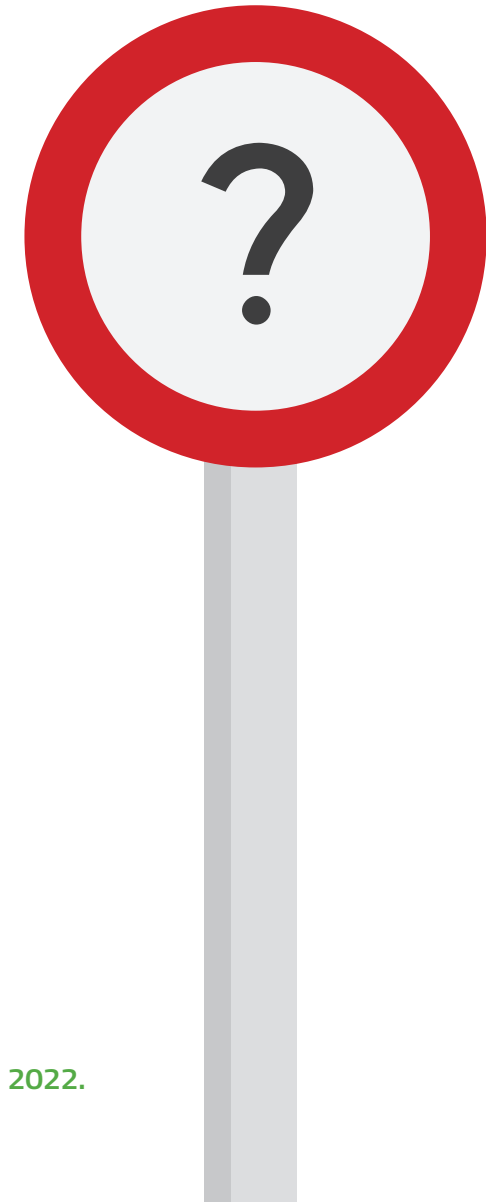
How can you submit?

Submit online at www.icc.govt.nz/Speedreview

Alternatively drop your submission into us at one of the locations above or post to:

**Invercargill City Council
Submission - The Speed Review
Private Bag 90104
Invercargill 9840.**

Submissions are due by 5pm 7 March 2022.



Why is speed an issue?

Safety

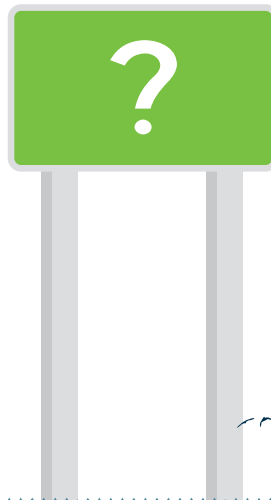
Speed is an issue which is being addressed at a national level as part of the NZTA "Road to Zero" Road Safety Strategy. This strategy identifies areas for improved infrastructure investment and speed management – A Regional Speed Management Plan will be required by 2024. Our consultation is aligned with, but is separate to the national NZTA consultation you may have seen adverts about.

Here in Invercargill, Council receives frequent service requests about speed limits and traffic calming.

Reducing speed can help to make the roads safer. In urban areas reducing speeds can help reduce accidents involving people walking and cycling. On rural roads, reducing speed limits creates a safer environment, reducing motor vehicle deaths and serious injuries. It also has a secondary benefit of reducing dust suppression requirements.

Speed is a factor in many serious and fatal road traffic accidents. Over the last ten years there have been 116 serious urban crashes and 6 fatalities. There have been 40 serious rural crashes and 8 fatalities. Speed has been a direct factor in 12% of fatal/ serious crashes. It is important to note however, that there will always be human error. Even if road users followed all the road rules, fatalities would only fall by around 50% and injuries by 30%.

For a map showing where these crashes have occurred visit icc.govt.nz/speedreview



Creating spaces for people

Reducing speed limits also helps to create a different urban environment, where people can more effectively share the space with cars. Walking and cycling becomes safer and more attractive. Children have more options to play safely.

Creating shared spaces for people, bicycles and cars has been a high priority in the City Centre Streets Upgrade work Council has been leading for Esk St, Kelvin St and Don St.

Ways to improve road safety

Council has a number of options to help improve safety outcomes on roads. The three main ways Council can influence outcomes include:

- Driver education, such as through the Road Safety Southland programme which is supported by Council and run by Southland District Council
- Review and setting of appropriate speed limits
- Investment in road infrastructure to ensure that roads are designed for the way we are using them now and well maintained.

This consultation relates to setting appropriate speed limits within our city.



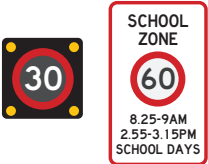




The introduction of speed limit changes will be scheduled to balance community feedback on priority areas with resourcing requirements to implement changes.



Issue 1: Proposed Speed Limit Principles

Council uses speed limit principles to guide its decisions about road management the table below outlines the principle in full.

Council's longer term vision is to move most urban roads to 40km/h, 60km/h for unsealed rural roads and 80km/h for sealed rural roads.

SPEED LIMIT	TYPICAL SITUATION
	City centre or other community areas with high concentrations of pedestrians, cyclists, and “place” functions.
	Urban residential streets; may include rural town residential streets if the alignment and road stereotype is suitable, and some streets near to schools.
	School variable speed limits – often a static sign for cost reasons. If it is a high priority school location, a lower limit may be adopted. <ul style="list-style-type: none"> + Urban residential: 30 km/h where the normal speed limit is 50 km/h + Rural road: 60 km/h where the normal limit is 80 – 100 km/h
	Urban/town collector and arterial streets, where the movement function and/or road stereotype (alignment, land use, intersection density etc) are not aligned with a 40 km/h speed limit. <ul style="list-style-type: none"> + May require appropriate pedestrian and cyclist facilities (crossings, cycle lanes).
	Rural local roads (depending on their function, safety and infrastructure risk profiles). Typically have a winding alignment and includes most unsealed roads. May have high community safety concerns.
	Rural local roads Typically straight/curved undivided roads with few hazards but limited protection such as barriers
	100 km/h for roads with good alignments and accompanied by suitable engineering such as shoulders, clear zones, horizontal separation (barriers).

Share your thoughts with us on page 16.

Issue 2: School zones



School age children are at greater risk of accidents and reducing speed can improve safety outcomes.

Council proposes to introduce variable speed limits on local roads outside the following schools to 30km/h during school drop off and pick up times:

SCHOOL	ADDRESS
Otatara School	146 Dunns Road, Otatara, Invercargill
Southland Girls' High School	328 Tweed Street, Georgetown, Invercargill
James Hargest College	282 Layard Street, Invercargill
Waverley Park School	55 Eden Crescent, Waverley, Invercargill
Verdon College	Rockdale Road, Invercargill
Waihopai School	121 Herbert Street, Gladstone, Invercargill
Southland Boys' High School	181 Herbert Street, Invercargill
New River Primary	117 Elizabeth Street, Kew, Invercargill
Myross Bush School	288 Mill Road North, Myross Bush
Fernworth Primary School	288 Pomona Street, Strathern, Invercargill
Southland Adventist Christian School	28 Bainfield Road, Waikiwi, Invercargill
Ascot Community School	580 Tay Street, Hawthorndale, Invercargill
Newfield Park School	82 Wilfrid Street, Newfield, Invercargill
Windsor North School	91 Chelmsford Street, Windsor, Invercargill



SCHOOL	ADDRESS
Aurora College	234 Regent Street, Invercargill
St Joseph's School (Invercargill)	70 Eye Street, Invercargill
Te Wharekura o Arowhenua	734 Tweed Street, Invercargill
St Theresa's School (Invercargill)	161 King Street, Invercargill
Tisbury School	3 Boundary Road, Invercargill
Makarewa School	56 Flora Road, Makarewa, Invercargill
Donovan Primary School	200 Drury Lane, Waikiwi, Invercargill
St Patrick's School (Invercargill)	161 Metzger Street, Georgetown, Invercargill
Invercargill Middle School	31 Jed Street, Invercargill
Ruru Special School	Ruru Street, Invercargill
Salford School	110 Lamond Street, Hargest, Invercargill
St Teresa's School (Bluff)	181 Foyle Street, Bluff
Bluff School	Bradshaw Street, Bluff

Some schools have multiple entrances. Council is working with schools to agree on the best option for each location. Variable speed signs will be placed 160m-320m from school boundaries depending on school specific considerations.



Issue 2: School zones continued

Council proposes to introduce variable speed limits on rural roads outside the following schools to 60km/h during school drop off and pick up times:



SCHOOL	ADDRESS
Myross Bush School	288 Mill Road North, Myross Bush
Tisbury School	3 Boundary Road, Invercargill
Makarewa School	56 Flora Road, Makarewa, Invercargill

When would the speed review change be implemented?

The speed would change outside schools in sequence over the next three years, between 2022 and 2025.

Why are some schools not included?

Some schools are located on state highways (e.g. St Johns Girls School). NZTA is responsible for setting speed limits on highways and this is an issue they will consider in the future.

See the map below, showing the various school zones.

Do you support Council's proposal to reduce speeds outside schools?

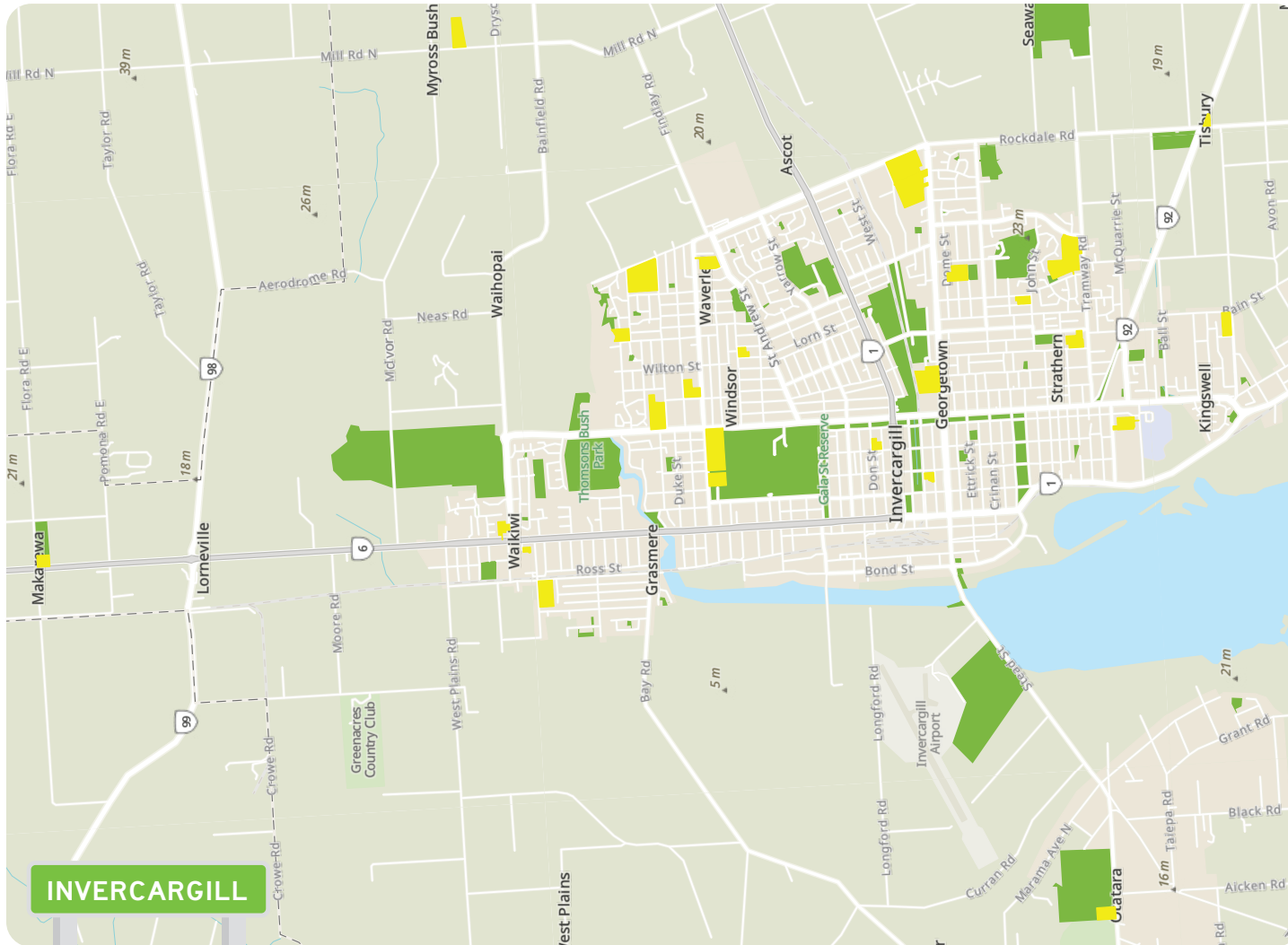
Share your thoughts with us on page 16.



(Example time only)



Issue 2: School zones continued



Map Legend

-  School Zones



Issue 3: City Centre and suburban shopping streets

Streets are shared spaces between people, bicycles and cars. In the central city and suburban shopping areas there are greater numbers of pedestrians. Reducing speeds will improve safety and create a more attractive area for people to visit.

What locations would be included?

- + **City Centre:** Speed limits on Kelvin St, Esk St and Don St would change to 30km. Speed will reduce on the existing 20km/h section of Esk St to 10km/h.
- + **Suburban Shopping Streets:** to be reduced to 30km/h
 - + **South City:** Elles Road between Martin Street and Dalrymple Street including the side streets
 - + **Windsor:** Windsor Street between King Street and Herbert Streets including the side streets

See the map showing the various locations below.



When would the speed limit change be implemented?

The City Centre changes would be implemented on completion of works in 2022 and 2023

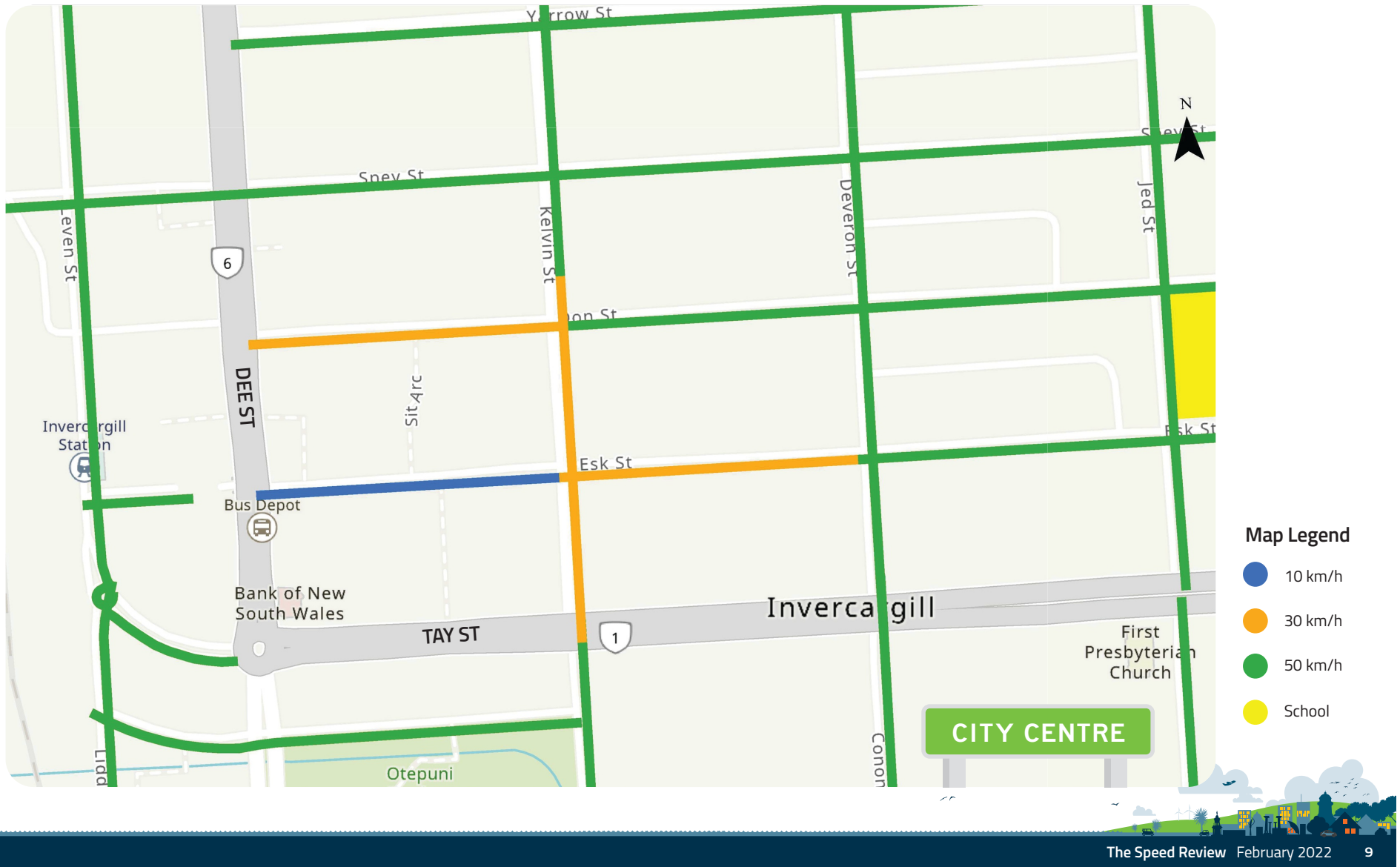
The suburban changes would be implemented in 2023.

Do you support Council's proposal to reduce speeds in the City Centre and suburban shopping areas?

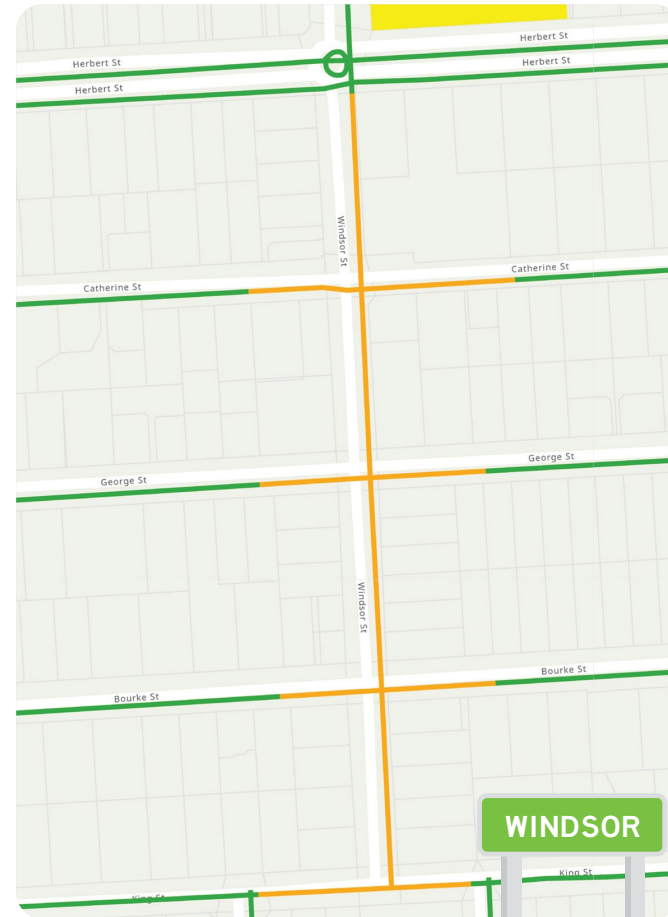
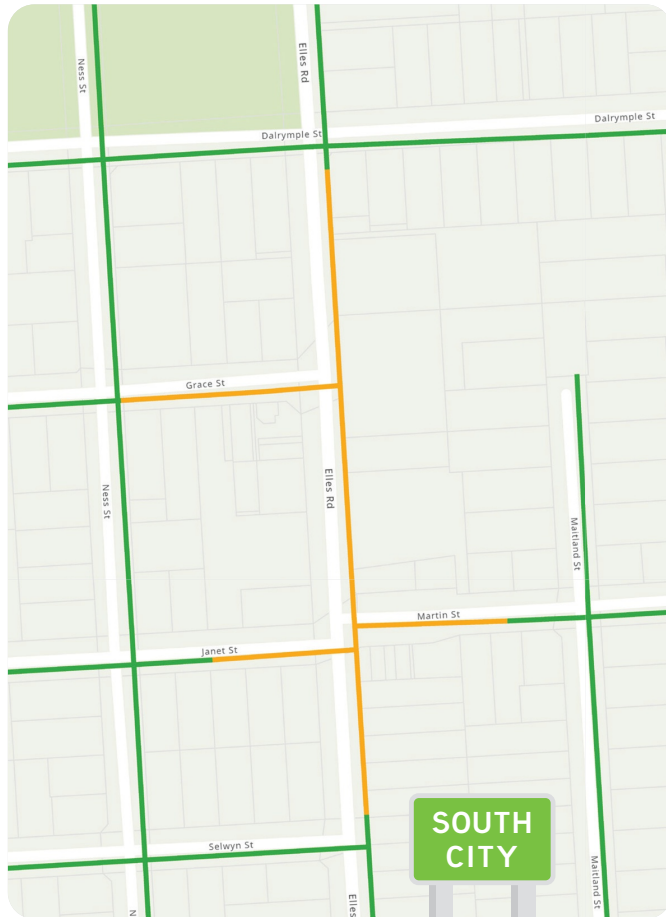
Share your thoughts with us on page 14.



Issue 3: City centre and suburban shopping streets continued



Issue 3: City centre and suburban shopping streets continued



Map Legend

- 30 km/h
- 50 km/h
- Schools

Issue 4: Sealed and unsealed rural roads

Accidents on rural roads often take place at higher speeds and are more likely to result in fatal accidents. Risk is higher on narrow sealed and unsealed roads.

There are some roads which Council proposes to improve engineering on to make them safer. For others, Council believes the best option is to reduce the speed.

Nationally, data shows the average speed on unsealed roads is around 60km.

Note, some roads have different speeds on different sections - please see the map on page 13 for more details.

Council proposes changing the speed limit on the following roads:



RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
BAINFIELD RD	80
BAY RD	80
BOUNDARY RD	80
DRYSDALE RD EAST	80
DRYSDALE RD WEST	80
FAIRWEATHER RD	80
FERRY RD	80
FLORA RD EAST	80
GORGE RD-INVERCARGILL RD (EX 92)	80
KENNINGTON WAIMATUA RD	80
MASON RD	80
MCIVOR RD	80
MILL RD NORTH	80
MILL RD SOUTH	80
MILLTON PARK RD	80
MOORE RD	80
MOTU RIMU RD	80
MYROSS RD	80
ORION RD EAST	80
OTATARA RD	80
OTERAMIKA RD	80
ROCKDALE RD	80
SCOTT ST (EX 92)	80
STEAD ST	80
STEAD ST	80
STEEL RD	80
STIRRAT ST	80

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
TIWAI RD	80
WEST PLAINS RD	80
WEST PLAINS SCHOOL RD	80
WEST PLAINS SCHOOL RD	80
60km/h 60	km/h
AIRPORT AVE	60
AYRESDALE RD	60
BAIN ST	60
BAINFIELD RD	60
BAYVIEW RD	60
BEACONSFIELD RD	60
BEACONSFIELD RD EXTENSION	60
BLYTH ST	60
BOXALL ST	60
CHESNEY ST	60
CROWE RD	60
CURRAN RD	60
DUNNS RD	60
DUNNS RD	60
DUNNS RD	60
FERRY RD	60
FLORA RD WEST	60
KEKENO PL	60
LANGSHAW RD	60
LEONARD RD	60
MCIVOR RD	60

Issue 4: Sealed and unsealed rural roads

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
60km/h 60	km/h
MILLWOOD GLEN	60
MOIR ST	60
MOORE RD	60
ORETI RD WEST	60
OTATARA RD	60
REDMAYNE RD	60
RETREAT RD	60
ROCKDALE RD	60
SANDY POINT DOMAIN RD	60
SANDY POINT RD	60
SCOTT ST (EX 92)	60
STEAD ST	60
TRAMWAY RD	60
TRAMWAY RD	60
50km/h 50	km/h
CLAPHAM RD (KEN)	50
DISTRICT RD	50
FINDLAY RD	50
FIRST ST	50
FOURTH ST	50
KENNINGTON RD	50
LOCHEND CLOSE	50
MATUA RD	50
MCLEW RD	50

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
50km/h 50	km/h
ORETI RD WEST	50
OTERAMIKA RD	50
POMONA RD WEST	50
RIMU RD	50
RIMU RD	50
ROCKDALE RD	50
SECOND ST	50
STEAD ST	50
THIRD ST	50
20-40km/h 20 40	km/h
AIRPORT AVE	40
DUNNS RD	20
RURAL UNSEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
WEST PLAINS RD	80
60km/h 60	km/h
ALL OTHER GRAVEL ROADS	60
20-50km/h 20 50	km/h
ORETI RD WEST	40
OKI ST	40
PACIFIC AVE	40
RUSSELL RD	40
PIT RD	40
WHALERS CRES	40
MOKOMOKO ROAD WEST	40
DUNE CRES	20
FOVEAUX ST	20

When will the proposed changes to speed limits within residential areas be made?

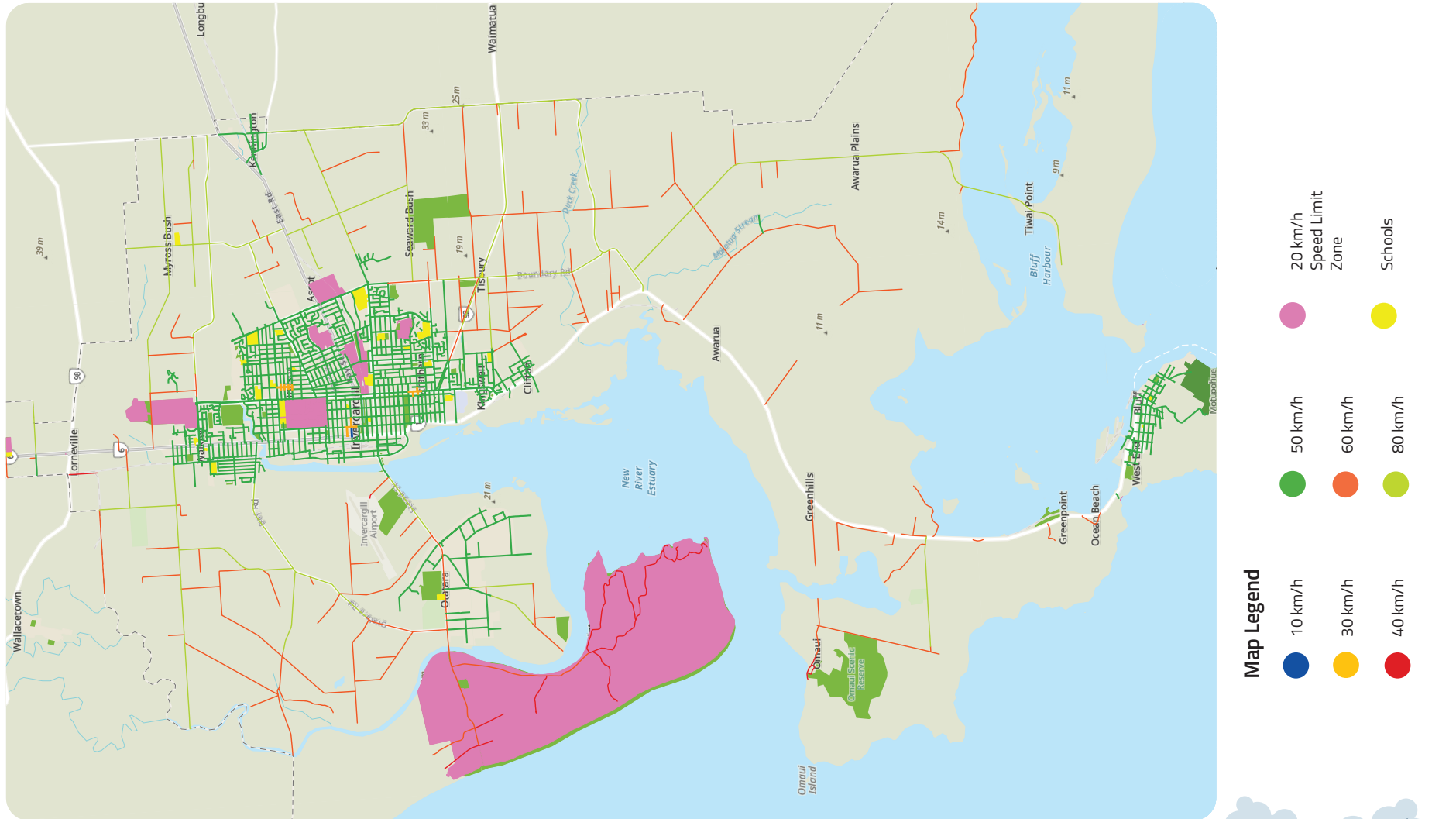
The speed limit changes would be implemented in the latter part of 2023.

Do you support Council's proposal to make changes to speed limits in the specified residential areas?

Share your thoughts with us on page 18.



Issue 4: Sealed and unsealed rural roads



Visit www.icc.govt.nz/speedreview to view the map in more detail.

Roading and Traffic Bylaw

The results of the speed review will be used to make changes to Section 16 and Schedule 3 of the Roothing and Traffic Bylaw which governs Speed.

There are some other parts of the Bylaw which we are also proposing updating.

+ Section 26 – Vehicle crossing and access to private property.

In response to requests from the public, more detail is given about average distances between crossings in a supplementary document.

At this time these are: 100m for 100km zone and 80m for an 80k zone.

+ Section 27 – Vehicles on the beach.

An amendment has been made to note that in situations where the entrance to Oreti Beach is made unsafe (e.g. by build up of sand) the Council has the right to close the entrance until it can be removed.

+ Schedule 1 – A change has been made to include the change to Don St direction of travel, removing its one-way status.

The full document of the Draft Bylaw is available online at www.icc.govt.nz/speedreview and on request at the Civic Administration Building, Bluff Service Centre and the Invercargill Public Library.

What is your submission on the Roothing and Traffic Bylaw?

Share your thoughts with us on page 19.





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Share your thoughts with us on The Speed Review and Roothing and Traffic Bylaw

Submissions are due by 5pm, 7 March 2022

Full name: _____

Organisation: _____

Address: _____

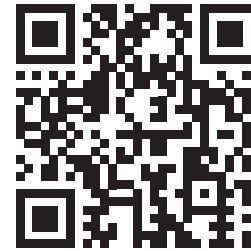
Email: _____

I would like to speak on my submission

Please note your submission, including your name and location will be made available in public Council agendas. All other contact details are keep confidential.

Phone: _____

I would like to receive email notifications of future Council consultations.



Scan this QR code to learn more about The Speed Review and Roothing and Traffic Bylaw



Issue 1: Proposed Speed Limit Principles

Do you support Council's proposed principle of reducing speeds on urban roads over time to 40km/h?

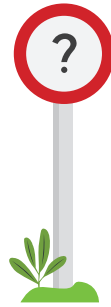
- Yes - Speeds should be reduced to 40km/h on urban roads
- No - Maintain speed limits for urban roads of 50km/h

Do you support Council's principle to reduce speed on many rural roads over time to 60km/h?

- Yes - Speeds should be set at 60km/h for most rural roads
- No - Speeds should be set at 80km/h for most rural roads
- No - Speeds should be set at 100km/h for most rural roads

How quickly do you think Council should introduce the new speed limits?

- As soon as possible
- 1-3 years
- 4-5 years
- Longer



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Issue 2: School zones

Do you support Council's proposal to reduce speeds outside schools?

- Yes - Implement 30km/h variable speeds and 60km/h variable speeds for school zones as listed
- No - Retain the existing speed limits



What is your submission on speed limits outside school zones?





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Issue 3: City Centre and suburban shopping streets

Do you support Council's proposals to reduce speed to 30km/h in the City Centre? (10km/h for a section of Esk Street)

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h



Do you support Council's proposals to reduce speed to 30kph in suburban Shopping Streets (Windsor and South City)?

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h

What is your submission on speed limits in the CBD and suburban shopping areas?



Issue 4: Unsealed and sealed rural roads

Do you support Council's proposal to make changes to speed limits the listed narrow and gravel rural roads?

- Yes
- No - Retain the speed limits as they are.

What is your submission on speed limits for narrow and gravel rural roads?



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Share your thoughts with us on The Speed Review.

It's important you have your say through your submission.



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**FREEPOST - ICC
The Speed Review
Submission**
Invercargill City Council
Private Bag 90104
INVERCARGILL 9810

