

**Notice of Meeting:**

I hereby give notice that an ordinary meeting of the Infrastructure Services will be held on:

**Date:** Tuesday 16 May 2023  
**Time:** 10.00 am  
**Venue:** Council Chamber, Dunedin Public Art Gallery, The Octagon

Sandy Graham  
Chief Executive Officer

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**Infrastructure Services Committee**  
**PUBLIC AGENDA**

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**MEMBERSHIP**

**Chairperson**  
**Deputy Chairperson**  
**Members**

Cr Jim O'Malley	
Cr Brent Weatherall	
Cr Bill Acklin	Cr Sophie Barker
Cr David Benson-Pope	Cr Christine Garey
Cr Kevin Gilbert	Cr Carmen Houlahan
Cr Marie Laufiso	Cr Cherry Lucas
Ms Donna Matahaere-Atariki	Cr Mandy Mayhem
Ms Marlene McDonald	Mayor Jules Radich
Cr Lee Vandervis	Cr Steve Walker
Cr Andrew Whiley	

**Senior Officer** Simon Drew, General Manager Infrastructure & Development

**Governance Support Officer** Rebecca Murray

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Rebecca Murray  
Governance Support Officer

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**Note:** Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.



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	The meeting will close with a Karakia Whakamutunga.	

**1 KARAKIA TIMATANGA**

The meeting will be opened with a karakia timatanga.

**2 PUBLIC FORUM****2.1 Public Forum - Jennifer Scott**

Jennifer Scott will be in attendance to speak about Otago water supplies.

**3 APOLOGIES**

At the close of the agenda no apologies had been received.

**4 CONFIRMATION OF AGENDA**

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

## DECLARATION OF INTEREST

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### EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected or independent representative and any private or other external interest they might have.
2. Elected or independent members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

### RECOMMENDATIONS

That the Committee:

- a) **Notes/Amends** if necessary the Elected or Independent Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected or Independent Members' Interests.

### Attachments

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Infrastructure Services Committee Register of Interest	6

Infrastructure Services Committee Register of Interest - Current as at 8 May 2023				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich Cont.	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Friends Otago Museum	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Orokonui Ecosanctuary	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Committee Member	Otago Anniversary Day Dinner	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otago Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Sophie Barker Cont.	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	<b>Chairperson</b>	<b>Study Dunedin</b>	<b>No conflict identified</b>	<b>Seek advice prior to the meeting if actual or perceived conflict of interest arises.</b>
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Kevin Gilbert	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Gipfel Limited - Bakery	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlubert Trust - Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlup Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	BNI	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Business South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Air New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Kevin Gilbert Cont.	Trustee	Kevin Gilbert and Esther Gilbert Partnership - Residential Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisors	Ronald McDonald House' Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	<b>Member</b>	<b>National Industry Advisors Group Food and Beverage (Workforce Development Council)</b>	<b>No conflict identified</b>	<b>Seek advice prior to the meeting if actual or perceived conflict of interest arises.</b>
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Marie Laufiso Cont.	Chair	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Secretary	Brockville Improvements and Amenities Society (BIAS)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	BIAS Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Cherry Lucas Cont.	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chairperson	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Jim O'Malley Cont.	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Steve Walker	Board Member	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Member	Urban Access	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Brent Weatherall Cont.	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairman	Volunteer South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	New Zealand PGA (Professional Golf Association)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Dunedin Community House Executive Committee	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Chisholm Links Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Sister City Society) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Marlene McDonald	Member	Kati Huirapa Runaka ki Puketeraki	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Executive Committee, Tramways Union, Dunedin Branch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Marlene McDonald (Cont)	Beneficiary	Maori Freehold Land	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtākou Runaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential property, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner Interests	Portobello SD, Ōtākou Maori Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Council of Trade Unions, Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner Interests	Taieri Mouth Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Driver	GO Bus, Dunedin Depot	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Donna Matahaere-Atariki	Chair	Ōtākou Runaka	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Ōtākou Health Ltd	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Hospice	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

## **CONFIRMATION OF MINUTES**

### **INFRASTRUCTURE SERVICES COMMITTEE MEETING - 14 FEBRUARY 2023**


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#### **RECOMMENDATIONS**

That the Committee:

- a) **Confirms** the Infrastructure Services Committee meeting held on 14 February 2023 as a correct record.

#### **Attachments**

	<b>Title</b>	<b>Page</b>
A 	Minutes of Infrastructure Services Committee meeting held on 14 February 2023	16

## **Infrastructure Services Committee**

### **MINUTES**

**Minutes of an ordinary meeting of the Infrastructure Services held in the Council Chamber, Dunedin Public Art Gallery, The Octagon on Tuesday 14 February 2023, commencing at 10.00 am**

#### **PRESENT**

<b>Chairperson</b>	Cr Jim O'Malley	
<b>Deputy Chairperson</b>	Cr Brent Weatherall	
<b>Members</b>	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Carmen Houlahan
	Cr Marie Laufiso	Cr Cherry Lucas
	Ms Donna Matahaere-Atariki (via audio visual link)	Cr Mandy Mayhem
	Ms Marlene McDonald	Mayor Jules Radich
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	

#### **IN ATTENDANCE**

Sandy Graham (Chief Executive Officer), Simon Drew (General Infrastructure and Development), Robert West (General Manager Corporate and Quality), Jeanette Wikaira (Manahautū – General Manager Māori, Partnerships and Policy), Simon Pickford (General Manager Community Services), Dr Glen Hazelton (Project Manager Central City Plan), Josh von Pein (Programme Manager Major Projects), Simon Speirs (Team Leader Regulation Management – Transport) Simon Smith (Asset and Funding Management) and Clare Sullivan (Principal Committee Advisor)

**Governance Support Officer** Rebecca Murray

#### **1 KARAKIA TIMATANGA**

Ms Marlene McDonald opened the meeting with a karakia timatanga.

#### **2 PUBLIC FORUM**

There was no Public Forum.



**3 APOLOGIES**

There were no apologies.

**4 DECLARATIONS OF INTEREST**

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

- a) **Notes** the Elected or Independent Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected or Independent Members' Interests.

**Motion carried (ISC/2023/001)**

**PART A REPORTS**

**5 ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS**

A report from Civic provided an update on the implementation of resolutions made at Infrastructure Services Committee meetings.

Moved (Cr Jim O'Malley/Cr Sophie Barker):

That the Committee:

**Notes** the Open Actions from resolutions of Infrastructure Services Committee meetings.

**Motion carried (ISC/2023/002)**

**6 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

A report from Civic provided an update on the Infrastructure Services Committee forward work programme.

The General Manager Infrastructure and Development (Simon Drew) responded to members' questions.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

**Notes** the Infrastructure Services Committee forward work programme.

**Motion carried (ISC/2023/003)**

**7 RETAIL QUARTER UPGRADE - UPDATE REPORT**

A report from the Project Management Office provided an update on the Retail Quarter Upgrade project and discussed how the project is tracking relative to its budget and timeframes. It also considered how flexibility could be incorporated into the remainder of the project to minimise future expense should modification be deemed necessary.

The General Manager Infrastructure and Development (Simon Drew), Project Manager Central City Plan (Dr Glen Hazelton) and Programme Manager Major Projects (Josh von Pein) responded to members' questions.

Moved (Cr Jim O'Malley/Cr David Benson-Pope):

That the Committee:

**Adjourns** the meeting.

**Motion carried**

The meeting adjourned at 10.51 am and reconvened to 11.05 am.

Moved (Cr Jim O'Malley/Cr Marie Laufiso):

That the Committee:

**Adjourns** the meeting.

**Motion carried**

The meeting was adjourned at 11.22 am and reconvened at 11.24 am.

Cr Weatherall assumed the Chair at 11.24 am.

Cr O'Malley resumed the Chair at 11.26 am.

Moved (Cr Jim O'Malley/Cr Marie Laufiso):

That the Committee:

**Notes** the Retail Quarter Upgrade – Update Report.

**Division**

The Committee voted by division

For: Crs Sophie Barker, David Benson-Pope, Christine Garey, Marie Laufiso, Mandy Mayhem, Jim O'Malley, Steve Walker, and Ms Marlene McDonald and Ms Donna Matahaere-Atariki (9).

Against: Crs Bill Acklin, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (8).

Abstained: Nil

The division was declared CARRIED by 9 votes to 8

**Motion carried (ISC/2023/004)**

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

**Adjourns** the meeting.

**Motion carried**

The meeting adjourned at 12.21 pm and reconvened at 12.33 pm.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

**Adjourns** the meeting.

**Motion carried**

The meeting was adjourned at 12.54 pm and reconvened at 12.55 pm.

Moved (Mayor Jules Radich/Cr Lee Vandervis):

That the Committee:

**Requests** an updated Retail Quarter Upgrade report to Council on 28 February 2023 that provides further information on the contract break costs, a 10km two-way option, minimal change from current design, pedestrianisation and a do nothing option.

**Division**

The Committee voted by division

For: Crs Bill Acklin, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (8).

Against: Crs Sophie Barker, David Benson-Pope, Christine Garey, Marie Laufiso, Mandy Mayhem, Jim O'Malley, Steve Walker, and Ms Marlene McDonald and Ms Donna Matahaere-Atariki (9).

Abstained: Nil

The division was declared LOST by 9 votes to 8

**8 NAMING OF A PRIVATE WAY**

In a report from Transport approval was sought for the naming a private way at 45 Torquay Street, Abbotsford, Dunedin.

The Asset and Funding Manager (Simon Smith) and Team Leader Regulation Management (Simon Spiers) responded to members' questions.

Moved (Cr Lee Vandervis/Cr Sophie Barker):

That the Committee:

**Names** the private way at 45 Torquay Street, Abbotsford as 'Torridge Lane'

**Motion carried (ISC/2023/005)**

**9 KARAKIA WHAKAMUTUNGA**

Ms Marlene McDonald closed the meeting with a karakia Whakamutunga.

The meeting concluded at 1.06 pm.

.....  
CHAIRPERSON

## **PART A REPORTS**

### **ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS**

Department: Civic

#### **EXECUTIVE SUMMAR**

- 1 The purpose of this report is to detail the open and completed actions from resolutions of Infrastructure Services Committee meetings from the start of the triennium in October 2022 (Attachments A and B).
- 2 As this report is an administrative report only, there are no options or Summary of Considerations.

#### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the Open and Completed Actions from resolutions of Infrastructure Services Committee meetings shown in Attachments A and B.

#### **DISCUSSION**

- 3 This report provides an update on resolutions that are being actioned and completed since the last Infrastructure Services Committee meeting.

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Sharon Bodeker - Manager Governance

#### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Infrastructure Services Committee Public Open Action List	23
<a href="#">B</a>	Infrastructure Services Committee Public Completed Action List	24



PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2022-2025						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
10/2/2020	ISC/2020/008	Property Services Activity Report for the Two Quarters Ending 31 December 2019	<b>South Dunedin Library &amp; Community Complex:</b> Continue with the co-design process, going from discovery phase to concept stage. Investigations will commence in the existing buildings, looking at asbestos and compliance upgrades. Design team will focus on concept design, project will be staged over a number of years, the staging plan is in development and should be completed by the end of the quarter.	Property		May 2023: Construction activities due to start after the term of the lease agreement, 2025. Design and planning activities continuing.
16/11/2020	ISC/2020/021	Property Services Activity Report for the Quarter Ending 20 September 2020	<b>Dunedin Railway Station</b> - Stage One of a three-stage exterior repair project will start in November 2020.	Property		May 2023: Stage three due for completion September 2023.
14/2/2023	ISC/2023/005	Naming of New Roads and Private Ways	Names a private way off at 45 Torquay Street, Abbotsford as 'Torridge Lane'	Transport		May 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
30/8/2022 Council	CNL/2022/047	Peninsula Connection – Section 9AA Options	<b>Approves</b> construction of a 3m wide boardwalk between the Portobello Boat Club and the Portobello Township. <b>Approves</b> a \$1.5m increase in the 10 year plan 2021-31 Peninsula Connection budget.	Transport		May 2023: Engagement on the draft consent with Aukaha continues. Detailed design of the boardwalk is in progress. The Resource Consent application will be submitted mid 2023. Physical works are expected to commence in 2024.

PUBLIC COMPLETED ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2022-2025					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Completed
3/8/2020			<b>School Street:</b> The soil asbestos will be removed mid-February 2020 with the remaining flats demolished and site cleared. Foundation works will commence and building of the new housing units and flats will start. With delays due to asbestos works construction to be complete in the second quarter of 2020/21 financial year.	Property	Feb 2023: Site is now tenanted and the project is now complete.
3/8/2020	ISC/2020/018	Property	Review of Social Housing Policy 1997 and Social Housing Strategy 2020-2020 is underway	Property	Feb 2023: The project is now complete.
14/2/2022	ISC/2022/001	Naming of New Roads and Private Ways	a) <b>Approves</b> naming a new road off Armadal Street (Mosgiel) as Telford Street.	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			b) <b>Approves</b> naming a new road off Blackhead Road as Water Tank Drive	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			c) <b>Approves</b> naming a new road off Water Tank Drive (near Blackhead Road as Fitzpatrick Crescent.	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			d) <b>Approves</b> naming a new road off Fitzpatrick Crescent (near Blackhead road) as Loess Place	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			e) <b>Approves</b> naming a private way off David Street (Caversham) as Dallas Lane.	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			f) <b>Approves</b> naming a private way off Rutherford Street (Caversham) as Nimon Lane.	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
			g) <b>Approves</b> naming a private way off Paterson Road (Mosgiel) as Puddy Lane.	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.



PUBLIC COMPLETED ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2022-2025					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Completed
9/5/2022	ISC/2022/002	Naming of New Roads and Private Ways	Names a private way off 102 Factor Road, Mosgiel as Mackie Mews	Transport	March 2023: LINZ has been notified with the approval of the road name to be added into their database-Sign will be installed when development is concluded.
10/2/2020	ISC/2020/008		Dunedin Public Art Gallery: Replacement of the atrium roof structure and membrane is due to commence.	Property	March 2023: The project is complete.
15/2/2021	ISC/2021/006	Proposed Road Stopping - Grey Street, Allanton	Approves public notification of the Council's intention to stop a portion of legal road adjacent to 4 Peel Street, Allanton.	Property	March 2023: The ISCOM Action item dealing with the public notification stage of the road stopping process has been completed. The Council has subsequently resolved to stop the road (CNL/2022/114) and follow up actions are being undertaken in accordance with the Council resolution.



## **INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

Department: Civic

### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to provide a regular update of the Infrastructure Services Committee forward work programme to show areas of activity, progress and expected timeframes for decision making across a range of areas of work. (Attachment A). 2 As this is an administrative report only, there are no options or Summary of Considerations.

### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme as shown in Attachment A.

### **DISCUSSION**

- 3 The forward work programme will be a regular agenda item which shows areas of activity, progress and expected timeframes for decision making across a range of areas of work.
- 4 As an update report, purple highlights show changes to timeframes. New items added to the schedule will be highlighted in yellow. Items that have been completed or updated are shown as bold.

### **Signatories**

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Simon Drew - General Manager Infrastructure and Development

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Infrastructure Services Committee Forward Work Programme	29



Key	
New item	
Changes to timeframes	
Completed; progress to date update	<b>Bold</b>

Infrastructure Services Committee Forward Work Programme May 2023 - May 2024																
Area of Work	Reason for Work	Council role (decision and/or direction)														
			May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
Submissions to central government and other external parties.	Provide feedback on proposals from central government and other external parties.	Consider and decide on draft submission on central government and other external parties proposals.  <b>Progress to date:</b> <b>One submission is on the agenda for consideration.</b>	Report	As and when required												
Naming of new roads and private ways	The Road Naming Policy provides the framework for timely and consistent naming of roads.	Considers and decides on road names when requested, and decides on new names to be added to the Policy.  <b>Progress to date:</b> <b>When required according to the progress of new road name applications. June, August, October and November are likely to be meetings where reports are presented.</b>		Potential Report		Potential Report		Potential Report	Potential Report	As and when required						
Updates from Governance entities	Receive minutes and/or updates from governance entities that relate to the Committee's areas of responsibilities.	Note the minutes and / or updates from governance entities including Connecting Dunedin and the Otago Southland Regional Transport Committee.  <b>Progress to date:</b> <b>Reports will be presented as and when required.</b>	Report	As and when required												
Waste Futures	Report back on progress on : - Working with interested groups to inform the design of the resource diversion systems; and - Consideration of alternative options for higher density residential areas <b>(Council - 31 May 21)</b>	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>Contract 9642 ‘Kerbside Collection and Resource Recovery Park Precinct’ was awarded to EnviroWaste Services Ltd in September 2022. A progress report on the Waste Futures project is scheduled to be presented to the June meeting.</b>		Report	Ongoing work											

Area of Work	Reason for Work	Council role (decision and/or direction)													
			May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Public toilets	Implement the programme of work for new public toilet facilities.	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> Detailed design work for the Changing Places toilet is underway. Surface/paving improvements for the surrounding have been incorporated into the project. The revised completion date is February 2024. Detailed design work for the Exchange Area toilets is underway. Construction is scheduled to begin June 2023. The location for new toilets at St Leonards has been identified. Property and 3 Waters staff are working together to coordinate the installation of a water infrastructure prior to construction of the toilet. Construction dates are yet to be confirmed. Staff are planning for new toilets at Outram Glen. Construction dates are yet to be confirmed.	Ongoing work	Exchange Area toilets construction to commence	Ongoing work							Changing Places toilet revised completion date	Ongoing work		
Shaping Future Dunedin Transport	Implement the Harbour arterial efficiency improvements project. (Council - 31 May 21)	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> Stage 1 construction is complete. Stage 2 Fryatt St - Railway Station - detailed design is in progress and scheduled to be completed end of June 2023. Stage 3 - Strathallan St Portsmouth Dr - detailed design is in progress and scheduled to be completed June 2023.	Combined Update Report	Update Report											
Shaping Future Dunedin Transport	Implement the Princes St bus priority and corridor safety plan. (Council - 31 May 21)	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> Preliminary consultation has been completed. The business case is in development.	Combined Update Report	Business case, project planning and engagement											
Shaping Future Dunedin Transport	Implement the central cycle and pedestrian improvements project. (Council - 31 May 21)	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> Preliminary consultation has been completed. The business case is in development.	Combined Update Report	Detailed design and planning											
Shaping Future Dunedin Transport	Implement the Park and Ride facilities - Mosgiel and Burnside project. (Council - 31 May 21)	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> The detailed business case is in progress and preliminary designs and associated cost estimates are being developed.	Combined Update Report	Business case, project planning and engagement											

Area of Work	Reason for Work	Council role (decision and/or direction)														
			May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
Shaping Future Dunedin Transport	Implement the Central City bike hubs - parking and facilities project. <b>(Council - 31 May 21)</b>	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>A detailed business case is in progress.</b>	Combined Update Report	Business case, project planning and engagement												
Shaping Future Dunedin Transport	Implement the Central City parking management project. <b>(Council - 31 May 21)</b>  As part of this project, develop a work plan for implementing the recommendations in the MR Cagney Dunedin Parking Roadmap. <b>(Council - 31 May 21)</b>	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>An upgrade to pay by plate meters is complete. The Business Case for the parking wayfinding plan is nearing completion. The Scope of Work for the Parking Management Policy is being finalised, and work will commence this year. The Carbon Zero team is working with Transport to support establishing car share in Dunedin.</b>	Combined Update Report	Ongoing work												
Pay as you throw technology	Provide an update on pay as you throw technology for 2022/23 Annual Plan (and future AP's as appropriate). <b>(Council - 27 Jan 21; CNL/2021/018))</b>	Update report  <b>Progress to date:</b> <b>Staff continue to monitor any developments in PAYT technology. At this time there are no developments in PAYT technology to report.</b>	Ongoing monitoring													
Bylaws Work Programme and Plans																
Interim Speed Management Plan and Speed Management Plan	Development of a Dunedin Interim Speed Management Plan.	Consider and decide on proposed changes to speed limits.  <b>Progress to date:</b> <b>A report went to Council on 27 March 2023 approving the new Interim Speed Management Plan. Work has commenced on a new Speed Management Plan. A draft will be presented to the Committee mid to late 2023 for consultation.</b>				Report	Ongoing work									
Waste Minimisation and Management Plan	Review of Dunedin Waste Minimisation and Management Plan	Consider and decide on proposed changes to speed limits.  <b>Progress to date:</b> <b>A report will be presented to the June Committee meeting.</b>		Report	Ongoing work											





## DRAFT SUBMISSION ON CHARGING OUR FUTURE - DRAFT EV CHARGING STRATEGY FOR NEW ZEALAND

Department: Transport

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### EXECUTIVE SUMMARY

- 1 This report seeks Council approval for a Dunedin City Council (DCC) submission (Attachment A) on Charging Our Future – the draft Electric Vehicle (EV) charging strategy for New Zealand.
- 2 The strategy has been developed by Te Manatū Waka Ministry of Transport and Ministry of Business Innovation and Employment. The submission period closes 11 May 2023. Staff have requested an extension to 18 May to enable the Infrastructure Services Committee to consider the submission.

### RECOMMENDATIONS

That the Committee:

- a) **Approves** the draft submission, with any amendments, to the Charging Our Future – Electric vehicle charging strategy.
- b) **Authorises** the Chief Executive to make any minor editorial changes to the submission if required.

### BACKGROUND

- 3 On 22 March 2023, Te Manatū Waka Ministry of Transport released a draft Electric Vehicle charging strategy: Charging Our Future, to support the transition to EVs needed to meet the targets set out in the Government's Emission Reduction Plan 2022.
- 4 Electric vehicle (EVs) uptake in Dunedin has been increasing, but they still make up a small part of the total light vehicle fleet in Dunedin. As at 31 March 2023, battery Electric Vehicles (EVs) (excluding plug in hybrids) made up 1.37% of light vehicles registered in Dunedin.
- 5 National level modelling has shown that to achieve carbon reduction targets 30-35% of the light fleet will need to be EVs by 2035. Modelling undertaken as part of the DCC Zero Carbon Plan development suggests electrification of the fleet will need to progress faster in Dunedin, if local targets are going to be achieved.
- 6 The Government has committed to the electrification of buses used for public transport and is working on the best mix of interventions to reduce freight emissions.
- 7 As New Zealanders transition to EVs, operating models, standards, guidelines and best practice for charging have been evolving. Most charging currently happens overnight at private homes.

Waka Kotahi New Zealand Transport Agency has committed to providing a charger every 75km along the state highway network, many of which are being co-funded by the Energy Efficiency and Conservation Authority. Businesses are also providing chargers on private property accessible to the public, e.g. supermarket carparks.

- 8 Local government authorities across the country have taken different approaches. Some, like Wellington City Council (WCC), own and operate charging infrastructure. Others, like Hamilton City Council, work with private providers (e.g. Chargenet, Meridian) by providing licences to occupy road reserve or by entering into other commercial arrangements to provide charging infrastructure.

## **DISCUSSION**

- 9 The Charging Our Future vision is that Aotearoa's EV charging infrastructure supports the transition to, and use of, low-emissions transport by making EV charging accessible, affordable, convenient, secure, and reliable.
- 10 The Charging Our Future strategy concentrates on five outcome areas. These, and the draft DCC submission comments, are explained below.

***Outcome 1: Our national EV charging system is underpinned by affordable, reliable, secure, and safe power supply and infrastructure.***

- 11 The outcome for this area is to minimise the stress on the electric network so that it is not a barrier to increasing EV charging.
- 12 The Strategy would require network operators (such as Aurora) to share information about their capacity to enable planning for EV charger locations which would minimise the need for new electricity infrastructure. Currently this information is considered commercially sensitive.
- 13 The impacts on the electricity network are dependent on the type of charging, the existing network, and whether there are any planned upgrades. Slow/trickle charging can be added with minimal impact on the network, but higher capacity fast charging often requires upgrades to support it.
- 14 The draft submission notes support for smart charger use, shifting charging to times of lower electricity demand and emerging technologies that would be beneficial in reducing the need to upgrade the network and introduce new electricity generation.

***Outcome 2: All EV users can safely access and use EV charging when and where needed.***

- 15 The outcome for this area is to improve access to low carbon transport options for everyone including renters, people without off-street parking and those living in rural areas. The strategy suggests targets should be set as follows:
  - a) Journey charging hubs with up to 20 chargers every 150-200k on main highways by 2028.
  - b) One charger for every 20-40 EV's in urban areas with limited off-street parking.
  - c) Public charging facilities at municipal or community facilities for all settlements with a population of more than 2000 by 2025.
- 16 The draft DCC submission notes municipal facilities may not always be the best location to provide EV charging for rural communities, especially where these are on reserves, or have

limited parking to serve current functions. In some locations it may make more sense to incorporate charging into commercial developments, like petrol stations, or supermarkets. In urban locations with higher densities where there is limited off-street parking it may be better to look at how car share, or mode shift can reduce the number of vehicles rather than creating an expectation that demand can be met through on-street EV charging for private vehicles.

***Outcome 3: Aotearoa's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards.***

- 17 The outcome of this area looks at three areas to enhance EV charging capability and capacity as follows:
  - a) Improving standardisation and interoperability.
  - b) Optimising data capture and use.
  - c) Consideration of housing and urban development planning, where appropriate.
- 18 Improving standardisation and interoperability gives people the confidence they will be able to charge their EVs across the network. The Energy Efficiency and Conservation Authority and Standards New Zealand have developed standards called ed SNZ PAS 6011:2021 Electric Vehicle Chargers for residential use and SNZ PAS 6010:2021 Electric Vehicle Chargers for commercial applications that set out technical specification for chargers. Waka Kotahi has recently developed guidance around signage and markings for EV charging locations.
- 19 Waka Kotahi hosts the EV Roam website showing the location of chargers. DCC submits that this could be improved and promoted as a single source of information about the type and availability of public chargers as a useful initiative.
- 20 The draft submission notes changes to planning rules could be made to require EV charger points to be installed when development occurs. It also identifies there is no discussion about who would take ownership of ongoing operation and maintenance of these chargers. Whole of life costs need to be considered when making national planning rules to ensure Councils are not left with ongoing costs.
- 21 DCC submits the existing regulatory challenges around on-street parking are not addressed, including the following:
  - a) Enforcement officers do not have sufficient evidence to determine which vehicles are battery electric or plug in hybrids, so in some cases internal combustion engine cars are using EV charging spaces as free parking.
  - b) Whether people can be reasonably expected to pay for parking and charging and how.
  - c) Whether it is possible or appropriate to enforce if a vehicle is charging or not.
  - d) How to ensure fair access to chargers where parking is not time restricted (e.g. on-street chargers in residential areas).
  - e) How to manage EV charger encroachments where property owners wish to install EV chargers that impinge on the road reserve.

***Outcome 4: Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors***

- 22 The outcome for this area is to look at commercial investment and innovation in new technology and business models.
- 23 The Charging Our Future strategy talks to accelerating commercial investment but doesn't explicitly discuss the best operating model for New Zealand. There is a lack of clarity currently about what the long-term operating model for EV charging will be. Implicit is an assumption that while the role the market plays will increase, local and central government continue to play a role in investing in chargers where it is less commercial for others to do so.
- 24 To support the transition to lower carbon vehicles the Government (through EECA and Waka Kotahi) is investing in EV chargers, which is different to Government's regulator only role in the fossil fuels industry. In the absence of a clear model councils have taken different approaches, with some councils largely leaving provision and planning to the private sector, while others are working with the private sector to influence the location of charging locations and commercial outcomes.
- 25 The draft submission notes there needs to be some explicit consideration of what role is appropriate for central and local government to play in relation to the private sector as the transition towards a future where an increasing proportion of vehicles will be electric. Certainty of direction will maximise the efficiency and effectiveness with which local government can deliver anticipated outcomes under the strategy.

***Outcome 5: Our national eV charging system supports the transition to, and use of, low-emissions transport modes across the wider transport system***

- 26 This outcomes area looks at a variety of other vehicle types, including heavy vehicles, public transport and ferries. The two focus areas for this outcome include work on heavy vehicle charging (buses and trucks) and decarbonising other modes across the system.
- 27 The government has already made a commitment in 2021 that all buses providing public transport services will be zero emission by 2035, and from 2025 any new buses entering the fleet must be zero emission. Otago Regional Council is working with its operators to meet this requirement.
- 28 There is work underway as part of the green freight project considering how to reduce emissions from freight, including consideration of the potential roles of biofuels, electrification and hydrogen. The draft DCC submission notes the Green freight project or Charging Our Future does not explicitly consider how the greater use of rail could reduce emissions.

## OPTIONS

### Option One – Recommended Option

- 29 Approve, with any agreed amendments, the submission to Charging our Future – Electric vehicle charging strategy.

#### Advantages

- Opportunity to provide feedback to the Ministry of Transport and Ministry of Business, Innovation and Employment on the future direction for EV charging.
- Ability to identify potential issues and concerns early on before regulatory changes are developed

#### Disadvantages

- There are no identified disadvantages.

### Option Two

- 30 Do not approve the submission to Charging our Future – Electric vehicle charging strategy

#### Advantages

- There are no known advantages

#### Disadvantages

- Missed opportunity to inform central government strategy around electric vehicle charging.

## NEXT STEPS

- 31 If the submission is approved DCC staff will submit it, with any amendments, to the Ministry of Transport.

## Signatories

Author:	Helen Chapman - Senior Transport Planner Stacey Hitchcock - Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure and Development

## Attachments

Title	Page
<a href="#">A</a> Draft charging our future EV charging strategy submission	40

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This submission promotes the social, economic and environmental well-being of communities in the present and for the future.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Providing greater strategic direction for EV charging will contribute to the Carbon Zero policy, and Emissions Reduction plan.

### ***Māori Impact Statement***

Due to timeframes there has not been extensive consultation with mana whenua. Mana whenua representatives on ISCOM provided input into the draft submission.

### ***Sustainability***

EV's will contribute to reducing carbon emissions. Ensuring an equitable transition will help support the long term economic and social wellbeing of our communities.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no known impacts.

### ***Financial considerations***

There are no known financial impacts.

### ***Significance***

This submission is considered low significance in terms of the Councils significance and engagement policy.

### ***Engagement – external***

Staff have spoken with Aurora, other Councils and Waka Kotahi.

### ***Engagement - internal***

The Transport, Zero Carbon and Corporate Policy teams have had input into the paper.

### ***Risks: Legal / Health and Safety etc.***

There are no known risks.

## SUMMARY OF CONSIDERATIONS

### ***Conflict of Interest***

There are no known conflicts of interest.

### ***Community Boards***

EV charging infrastructure will be of interest to many parts of the community including those areas covered by Community Boards.

## Office of the Mayor



18 May 2023

Te Manatū Waka Ministry of Transport 3  
Queens Wharf Wellington 6011  
PO Box 3175  
Wellington 6140 [evchargingstrategy@transport.govt.nz](mailto:evchargingstrategy@transport.govt.nz)

Kia ora

### **CHARGING OUR FUTURE – ELECTRIC VEHICLE CHARGING STRATEGY**

Dunedin City Council (DCC) welcomes the opportunity to provide feedback on the draft Electric Vehicle Charging Strategy: Charging Our Future.

- 1 DCC is responsible for land use and transport planning, and management of the local road network in Dunedin. Currently Dunedin City has six public fast chargers including one in Middlemarch. DCC recognise that there is a need to increase the availability of chargers in the city, particularly for those without access to off street charging.
- 2 DCC has been considering what is needed to increase the availability of chargers in the city and what council's role should be in relation to the private sector. In that context, the DCC welcomes increased government direction in this challenging and fast-evolving area.
- 3 DCC supports moves to enable the increased uptake of electric vehicles (EV) as part of the wider Emissions Reduction Plan implementation. DCC has a target for city wide emissions to be net carbon zero by 2030, and fleet electrification will play an important role in achieving this target. Dunedin City already has higher than average uptake of EVs, with approximately 4% of new cars registered in 2021/22 being fully electric and a further 13% hybrids.
- 4 DCC is supportive of the proposed vision that *Aotearoa's electric vehicle charging infrastructure support that transition to and use of low emissions transport by being accessible, affordable, convenient, secure and reliable.*
- 5 DCC however, considers the strategy would benefit from being more explicit on several key points, including:
  - a) How the strategy links to other initiatives such as the emission reduction plans to ensure both strategies are complimentary and that conflicts are avoided or managed.
  - b) What operating model should be adopted for EV charging, including the roles of Central and Local Government, and the commercial sector in the provision of EV charging infrastructure.



- 6 The DCC seeks guidance on how the Charging Our Future strategy relates to other transport plans and objectives, particularly the vehicle kilometres travelled (VKT) reduction plan and associated targets, and how trade-offs will be managed. Charging Our Future proposes increasing on road EV charging with no guidance on how this may impact the development of bus or cycle lanes, the ability for councils to manage parking resource, private property rights, or regulation around land use.
- 7 Without an explicit link to other important contributors to emissions reduction, Charging Our Future could increase the challenges for the DCC in managing competing demands and regulation of road space, particularly if it leads to increased public expectations about the provision of on-road EV chargers.

**Outcome 1: Our national EV charging system is underpinned by affordable, reliable, secure, and safe power supply and infrastructure.**

- 8 DCC supports having an EV charging system underpinned by affordable, reliable, secure and safe power supply and infrastructure. The focus on greater use of smart chargers and incentives to charge off peak will help maximise the efficiency of the existing electricity network.
- 9 DCC through its holding company Dunedin City Holdings owns Aurora Energy the network provider for most of Dunedin City.

**Outcome 2: All EV users can safely access and use EV charging when and where needed.**

- 10 DCC supports the intent to improve the equity of access to chargers for people in different housing types and across varied geographic areas.
- 11 We are currently working through the provision of EV charging infrastructure for electric buses with Otago Regional Council (ORC).

*Focus Area 2a: Improving the equity of, and access to, safe residential/home charging.*

- 12 Dunedin City has areas of the city with limited off-street parking and narrow roads. It has also enabled an increase in density under the Second Generation District Plan which will result in more housing without off-street parking.
- 13 DCC is currently facing a challenge with charging cords being run across footpaths to enable charging where there is no off-street parking. This is inconsistent with our Rooding Bylaw and is a health and safety hazard. This is particularly challenging in some locations where there is already conflict between parked cars and other road users (e.g. narrow footpaths, cars parking on footpaths) meaning it is impractical to install on-street charging in these areas. Putting in on-street chargers may also conflict with future plans to improve walking and cycling infrastructure or improve bus services to deliver VKT reductions.

- 14 While DCC supports using targets to signal an acceptable ratio of chargers in areas where off-street charging isn't feasible, greater clarity is needed around how this can be delivered. DCC requests that the Ministry of Transport further considers and provides guidance on alternative approaches to charging for areas with limited off-street parking that does not place the onus on Councils to make trade-offs with other strategic transport goals. For example could a community or commercial charging hub or destination charging better provide for this demand?
- 15 Dunedin City has areas including around the University with a large numbers of renters. Dunedin supports the government developing a case for a 'right to charge' to ensure equitable access to electric vehicle charging for renters.

*Focus area 2b: Accommodating for geographic variation in charging needs and energy supply*

- 16 DCC has a large rural area with small townships and supports having targets to ensure our rural communities have access to EV chargers for residents and visitors. DCC would like to see greater flexibility in how this target is achieved. Providing chargers at municipal or community facilities may not always be the best place for these.
- 17 Often existing statutes or regulations influence what a council is able to do. For example where land is classed as a reserve there are limitations on what council can do.
- 18 DCC would support greater flexibility in the way the target for EV charging for communities with a population over 2000 is delivered, rather than specifying that it must be at municipal or community facilities. DCC recommends that the Ministry further explore the role existing fuel stations and commercial EV charging providers can play in meeting the needs of rural communities and travellers.

**Outcome 3: Aotearoa's EV charging system is underpinned by integrated planning and standards across multiple sectors**

- 19 DCC supports having greater standardisation and interoperability of EV charging infrastructure. Providing a consistent experience for customers without them needing to check charger compatibility and having different applications for a variety of providers will help encourage EV uptake.
- 20 DCC supports enabling data sharing where appropriate (e.g. EV charger and/or network providers) to support standardisation and improved customer experience. DCC also supports better planning and seeks further information on how this will be achieved in practice, such as a roadmap for improvement in standards over time.
- 21 SNZ PAS 6011:2021 and SNZ PAS 6010:2021 provide technical guidance around EV chargers and Waka Kotahi has been developing guidance to improve the consistency of road markings and signage. However, there is currently a gap in guidance for councils around planning and regulation of EV chargers. DCC would support increased guidance and support for councils, however this needs to be delivered with local government recognising that a one size fits all approach will not always work.

- 22 DCC is concerned that the strategy does not address existing regulatory challenges around on-street parking, including the following:
  - a) Enforcement officers do not have sufficient evidence to determine which vehicles are battery electric or plug in hybrids, so in some cases internal combustion engine cars are using EV charging spaces as free parking.
  - b) Whether people can be reasonably expected to pay for parking and charging and how.
  - c) Whether it is possible or appropriate to enforce if a vehicle is charging or not.
  - d) How to ensure fair access to chargers where parking is not time restricted (e.g. on-street chargers in residential areas).
  - e) How to manage EV charger encroachments where property owners wish to install EV chargers that impinge on the road reserve.
- 23 DCC would support the Ministry of Transport undertaking further work and providing guidance on:
  - a) How to plan for EV charging as part of new developments in a way that does not see responsibility for ongoing operation and maintenance transferred to council once the development is complete.
  - b) How best to regulate on-street EV chargers to ensure fair access.
  - c) How best to manage enforcement as described in 22a-e.

**Outcome 4: Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators, and investors**

- 24 Charging our Future does not explicitly discuss the operating model for how EV chargers will be delivered. It has a focus on accelerating commercial investment and an implicit assumption that the public sector will provide chargers where it is not commercial to do so. As we transition to a lower carbon transport system there is uncertainty about what the operating model for EV charging will be.
- 25 DCC would like to see further exploration and discussion about what the best operating model should be. There needs to be some explicit consideration of what role is appropriate for central and local government to play, as certainty of direction will maximise the efficiency and effectiveness with which local government can deliver anticipated outcomes under the strategy.
- 26 This should include whether or not local government should play a role as a provider of infrastructure, or if it should be left to the private sector, with a planning and regulatory role for local government to ensure equitable provision. For example, could sites be bundled or a quota used so less commercial charging sites are provided as part of a wider market offering provided by the commercial sector. The current model appears to privatise the profitable aspect of EV charging, and leaves ratepayers to cover the cost where it is not.
- 27 DCC requests that the Ministry of Transport consider different methods of procurement, licensing, leasing, or contracting provision of EV charging to maximise public benefits. DCC also submits that if local government is to have a role in providing EV chargers there will need to be resourcing available and support to increase capability and capacity for council to deliver this.

*Focus area 4a. Accelerating commercial investment.*

- 28 DCC supports government working with investors, charge point network operators/providers and other key parties to support investment in public charge points where this is in alignment with broader urban planning and has obligations to ensure public property is used in a manner that benefits the wider public.
- 29 DCC support government continuing to co-fund the demonstration of innovative charging technologies and working with industry to address barriers to uptake.
- 30 There is a need to ensure that lower socio-economic areas where uptake of EVs is slower do not get disadvantaged if it is less commercial. DCC supports the intent to ensure public funds are targeted at areas where commercial investment is unable to fully deliver. However, greater clarity is needed about the source of these public funds. Is there an expectation that councils will be expected to provide charging infrastructure where it is not commercial, or will Government provide funding?

**Outcome 5: Our national EV charging system supports the transition to, and use of, low emissions transport modes across the wider transport system**

*Focus area 5a. Progressing work on heavy vehicle charging (buses and trucks)*

- 31 DCC encourages continued research and engagement with the sector to understand how an effective public charging network for heavy vehicles might look.
- 32 Heavy vehicle charging has some different considerations from light vehicle charging and it may not always be possible to incorporate into the same sites as light vehicles. Heavy vehicle charging needs to consider charger typology, network implications and access considerations (links to major freight routes, turning circles) and should be preceded by heavy charging demand verification/forecasting.
- 33 While there are a number of uncertainties and challenges around decarbonising heavy freight, DCC would like to see a greater emphasis on shifting freight to rail where possible. In addition to having a lower carbon emission by volume, shifting freight to rail can have other benefits to our cities, including improving safety and reducing the separation of our communities along major freight routes like State Highway 88.

**Conclusion**

- 34 The DCC thanks you for the opportunity to submit on the draft Electric Vehicle charging strategy: Charging Our Future.

Nāku noa, nā

Jules Radich  
**MAYOR**

## SHAPING FUTURE DUNEDIN TRANSPORT PROGRAMME UPDATE

Department: Transport

### EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an update on the DCC Shaping Future Dunedin Transport (SFDT) Programme.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Shaping Future Dunedin Transport Programme Update.

### BACKGROUND

- 2 The Shaping Future Dunedin Transport (SFDT) programme was included by Council in the 2021 – 2031 10 Year Plan.
- 3 The DCC SFDT Programme projects are:
  - Harbour Arterial Efficiency Improvements
  - Princes Street Bus Priority and Corridor Safety Plan
  - Central City Parking Management
  - Central Cycle and Pedestrian Improvements
  - Mosgiel and Burnside - Park and Ride
  - Central City Bike Hubs.
- 4 Further detail on the SFDT Programme is included as Attachment A. An update of each of the projects is presented below.

### UPDATES

- 5 All SFDT projects are co-funded by Waka Kotahi (Funding Assistance Rate (FAR) 51%). To receive co-funding, projects have to go through the business case process prescribed in the New Zealand economic evaluation manual. This is consistent nationwide.

#### **Harbour Arterial Efficiency Improvements**

- 6 The purpose of this project is to mitigate travel disruption related to the new Dunedin Hospital construction. It includes a package of improvements to enable the Harbour Arterial (Strathallan St, Wharf St, Thomas Burns St and Ward St) to be a planned alternative route to/from the Port and the central City (especially for Heavy Vehicle Traffic). Improvements include real time signage and enhancements to traffic signals to facilitate expedient travel and the reallocation of road space to allow additional capacity.

- 7 The project is split into four stages, covering the following locations:
  - Wharf Street (Stage 1)
  - Thomas Burns Street (Stage 2)
  - Strathallan Street (Stage 3)
  - Ward Street (Stage 4)
- 8 Construction of Stage 1 (Wharf Street) is complete. A business case for Stages 2 and 3 (Thomas Burns Street and Strathallan Street respectively) has been completed and submitted to Waka Kotahi for funding. The business case for Stage 4 (Ward Street) has commenced.
- 9 Consultation on Stages 2 and 3 was completed in August 2022 using social pinpoint.
- 10 Over the next three months staff expect to complete the final design for Stages 2 and 3. Construction for these stages is expected to commence late 2023 or early 2024.

#### **Princes Street Bus Priority and Corridor Safety Plan**

- 11 The purpose of this project is to develop a bus priority corridor to provide a more efficient public transport corridor from South Road to Manse Street and onto Moray Place. Approximately 65% of all public transport trips originate from the south/west and use this corridor.
- 12 The project includes a package of improvements to support efficient bus movements at key intersections along Princes Street e.g. Andersons Bay Road, Jervois Street, Manse Street/ Jetty Street. The project also enhances pedestrian infrastructure (crossing facilities) and improves junctions with side roads to support pedestrians when walking into the city from the south.
- 13 A business case for the corridor has commenced.
- 14 Initial consultation took place in August 2022 using social pinpoint to gain an understanding of the issues users face in this corridor.
- 15 Staff will continue to complete the current business case activities during 2023 to submit to Waka Kotahi for funding.

#### **Central City Parking Management**

- 16 The purpose of this project is to improve the efficiency and management of parking to ensure it meets community needs, including:
  - Parking technology for monitoring, payment and enforcement systems throughout the city
  - A parking guidance system (electronic signboards for available parking and fixed signage for parking locations)
  - Extending central city paid parking areas and installing new meters
- 17 A business case for the parking guidance system is almost complete.
- 18 The rollout of new parking meters is complete and was supported by a communication and marketing campaign to ensure the public were kept informed about the changes to parking technology.

- 19 Over the next three months staff will prepare the project plan for the parking management policy work and undertake a survey of leased car park holders to better understand their needs. Staff will also be trialling new parking technology (on a small-scale proof of concept approach).

#### **Central Cycle and Pedestrian Improvements**

- 20 The purpose of this project is to close the gaps in the central city cycle network and to provide additional routes to deliver a safe and connected cycle network. The following initial areas have been included:
- Albany Street: Providing a direct connection from the Harbour Circuit to the city centre via the University
  - Bank/George Street
- 21 This project will also investigate lower speed zones and additional Barnes dance crossings in the City centre to improve access to the new Dunedin Hospital.
- 22 A business case for the Albany Street cycleway has been completed.
- 23 Consultation on Albany Street was undertaken in October 2019 to understand aspirations and issues that users face in in the corridor. In June 2022, further consultation was undertaken on proposed concept designs and regulatory changes.
- 24 Further changes have been made as a result of these consultations and over the next three months staff will discuss the changes that have made with the public. Project construction is planned for November 2023 to February 2024 (to coincide with the quiet period of the student year).
- 25 The George/Bank cycleway business case has been endorsed by Waka Kotahi (funding for George/Bank has now been provided under the recent Climate Emission Reduction Funding (CERF) package at a higher (80%) FAR rate).
- 26 For the George/Bank cycleway staff will consult with the public in mid 2023 on two options for the cycleway. Construction for this project is planned to commence after the completion of Albany Street.

#### **Mosgiel Park and Ride**

- 27 The purpose of this project is to provide a park and ride bus facility for those travelling from Mosgiel. As noted in paragraph 11, most trips into the city (65%) are made by people coming from the south/west. Providing a Park and Ride at Mosgiel is also linked to the provision of a new Mosgiel – Dunedin express service proposed by the Otago Regional Council.
- 28 In June 2022 consultation was undertaken using social pinpoint to gather feedback from the public on the location and potential use of a Park and Ride in Mosgiel.
- 29 The business case for this project has been completed and submitted to Waka Kotahi. The business case process resulted in the former Mosgiel Passenger Station site being the preferred location for the facility. Design of the Park and Ride is underway including planning for land use and resource consent.
- 30 Staff expect to complete the final design and be in a position to commence construction early in 2024.

### Central City Bike Hubs

- 31 The purpose of this project is to provide secure and sheltered bike storage and charging in areas where people travel from, and where people travel to, in the central City. The areas currently being investigated are:
- North Dunedin/Tertiary Precinct
  - Central City
  - South Dunedin/ Oval
- 32 The business case for this project has been completed.
- 33 In June 2022, consultation was undertaken to gather feedback from the public on what they would like to see as part of a bike hub facility and the locations they would like to see them installed. Work on the location of these facilities is ongoing.

### OPTIONS

- 34 As this is a noting report there are no options.

### NEXT STEPS

- 35 Staff will continue to deliver the outcomes as described above. Updates will be provided to future Infrastructure Service Committee meetings.
- 36 Capital budgets for the SFDT Programme will be considered by Council at the May 2023 Annual Plan Deliberations meeting.

### Signatories

Author:	Nick Sargent - Transport Strategy Manager
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure and Development

### Attachments

	<b>Title</b>	<b>Page</b>
<a href="#"></a>	Shaping Future Dunedin Transport Programme Summary	51



## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social, economic and environmental well-being of communities in the present and for the future.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	X	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	X	<input type="checkbox"/>	X
Environment Strategy	X	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	X
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	X
Spatial Plan	X	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	X	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	X
Other strategic projects/policies/plans	X	<input type="checkbox"/>	<input type="checkbox"/>

Shaping Future Dunedin Transport Programme delivers on multiple strategic objectives with a particular focus on safety, travel choice, improved freight connections and climate change.

### ***Māori Impact Statement***

Mana whenua are involved during project planning and design stages where they have identified the work is of importance.

### ***Sustainability***

Improving public transport, walking and cycling infrastructure contributes towards a sustainable city.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The programme is included within the current 10 Year plan. It is in the current Regional Land Transport Plan and National Land Transport Programme.

### ***Financial considerations***

There are no financial considerations for this report

### ***Significance***

The update report is considered low in terms of the Council's Significance and Engagement Policy.

### ***Engagement – external***

There has been engagement throughout the programme development. This included stakeholder workshops as well as public engagement and consultation .

### ***Engagement - internal***

The Transport Group have led this project. Input has been sought from City Planning, Property, Three Waters and the Parks Department

### ***Risks: Legal / Health and Safety etc.***

There are no known risks.

**SUMMARY OF CONSIDERATIONS**

***Conflict of Interest***

There are no known conflicts of interest

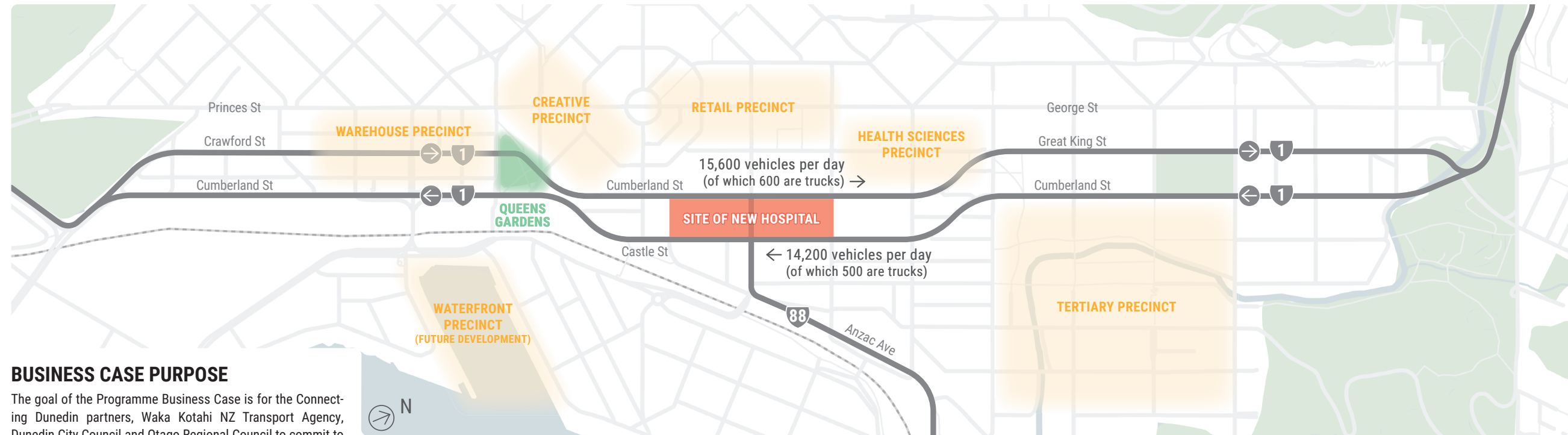
***Community Boards***

This programme is of interest to all areas of the community, including those areas covered by Community Boards.

# Shaping Future Dunedin Transport Context and Background

## CENTRAL CITY CONNECTIVITY

The SH1 one-way system and SH88 are nationally important transport routes, providing key north-south connections and the route to Port Otago. However, high traffic volumes and dominant north-south traffic flows along the SH1 one way system divide the geographically constrained city centre, leading to reduced pedestrian connectivity and poor amenity issues (air and noise pollution). The New Dunedin Hospital site has six of the proposed seven road frontages on the state highway network, which will exacerbate these issues.



## BUSINESS CASE PURPOSE

The goal of the Programme Business Case is for the Connecting Dunedin partners, Waka Kotahi NZ Transport Agency, Dunedin City Council and Otago Regional Council to commit to the best long-term transport and urban mobility system for Dunedin that will:

- Enable integration of the new hospital with the city
- Stimulate economic growth and regeneration
- Provide for safe and accessible people friendly streets
- Improve city liveability

## CONTEXT

Dunedin is the second largest city in the South Island. It is considered one of the four main cities of NZ for historic, cultural and geographic reasons. Population growth means Dunedin is a 'medium growth' city. Dunedin has a diverse economy, with significant tertiary education and health sectors. The city is home to around 25,000 tertiary students and staff, and Dunedin hosts the primary hospital for the Southern Region; a teaching hospital with strong links to the University.

In 2018 the government announced the location for the \$1.4B New Dunedin Hospital (NDH). MOH then asked Waka Kotahi and DCC to look at a change to the roads to improve access and integration between the hospital and the city, including considering a change to the configuration of SH1 through Dunedin. This was the catalyst to progress work DCC started in 2013, looking at the benefits a change to the configuration of SH1, including making it a two-way system, could bring. A business case completed in 2018 confirmed the scope should be broadened to include access the city by all transport modes.

## PROBLEM STATEMENTS

- 1) The NDH site fronts the busiest roads in the central city which will create a barrier to safe and easy pedestrian access to the building and result in poor integration and interaction with the city.
- 2) The design, use and management of central city routes means many roads operate in a similar way resulting in dispersal of traffic and severance between key city precincts, creating safety and amenity issues and suppressing walking and cycling.

## WHY INVEST?

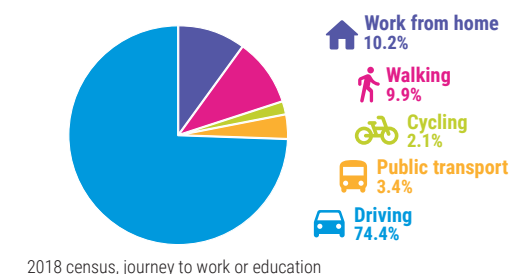
- **Construction of the new hospital will start in 2022.** Traffic management will cause disruption and delays for people driving and cycling on SH1. Travel choices are needed to keep the city moving.
- **Severance impact caused by the SH1 one-way system and the railway is recognised in DCC's Central City Plan and the University Masterplan documents.** This severance reduces amenity and pedestrian freedom of movement between city precincts.
- **St Andrew Street between the two new hospital sites is part of SH88,** the primary connection between SH1 and Port Otago. This road needs work to allow the hospital to operate safely and provide a suitable pedestrian environment for patients, visitors and staff.
- **The Climate Change Response Amendment Act 2019 commits NZ to be net zero carbon by 2050.** Changing how people travel is one of the main ways to achieve this target.
- **Car trips make up 74% of the journey to work (2018),** which reduces efficiency, amenity, the potential to achieve carbon reduction targets, and parking availability.
- **There is High Collective Crash Risk on key routes** including sections of SH1 northbound and southbound, and Princes Street.

## OUTCOMES SOUGHT

- Improve safety
- Improve multi-modal access to central city
- Improve place quality and walking environment in the central city
- Improve attractiveness of city as place to invest, live, work and play
- Enhance connectivity between key destinations for active modes
- Improve environmental outcomes to meet carbon reduction targets

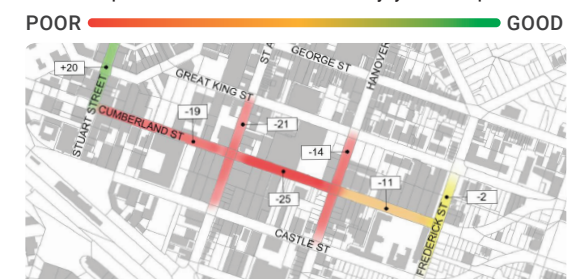
## MODE SHARE

There is significant opportunity to achieve improved mode share across sustainable modes.



## PEDESTRIAN RATING SCORES

Low amenity city streets around the NDH site are creating a barrier to pedestrian movements and enjoyment of place.



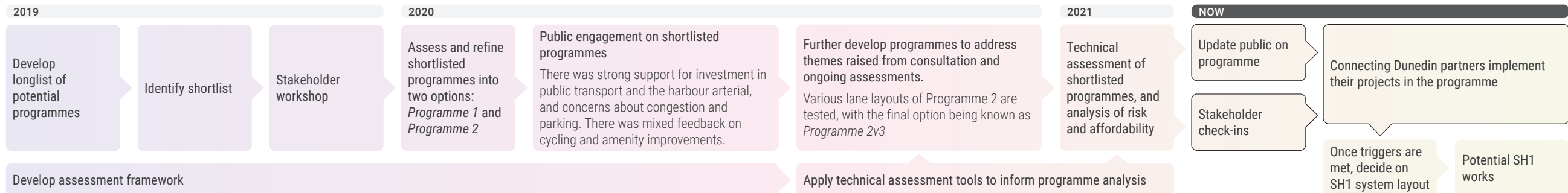
## PROGRAMME PARTNERS

This work has been completed under the Connecting Dunedin partnership between Waka Kotahi, DCC and ORC.



# Shaping Future Dunedin Transport Programme Development

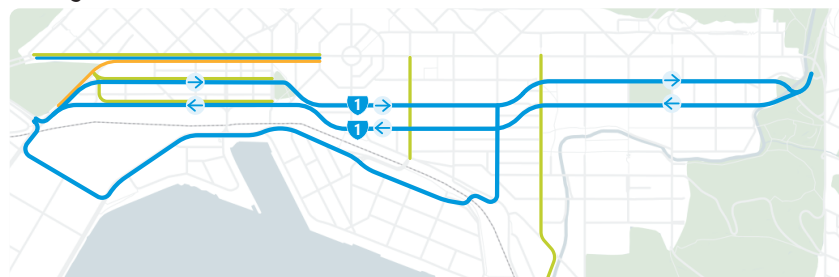
## HOW WE GOT TO WHERE WE ARE



## SHORTLIST

Both shortlisted programmes featured a selection of common projects focused on improving the level of service for public transport and active travel such as walking and cycling, in addition to the harbour arterial project. The major differences between programmes were in the layout of existing one-way arterial roads, shown below.

### Programme 1



- Retains the one-way system in an upgraded form:
  - SH1 speed limit is reviewed
  - Extends the existing separated cycle facilities south to the Oval
- Maintains existing parking along the one-way system
- Targeted amenity improvements on the one-way system around Queens Gardens, the NDH, and the University

### Programme 2v3



- Consolidates SH1 onto a single two-way arterial road (the existing southbound one-way), with:
  - two lanes in each direction south of Queens Gardens
  - one lane northbound and two lanes southbound between Queens Gardens and Albany Street
  - one lane in each direction north of Albany Street
- 50kph speed limit on SH1 is retained
- Transforms the existing northbound one-way into a two-way local road with slow speeds and a focus on amenity
- Relocates the existing separated cycle facilities from SH1 arterial to the new local road and extends them south to the Oval
- Relocates most parking from SH1 to the new local road

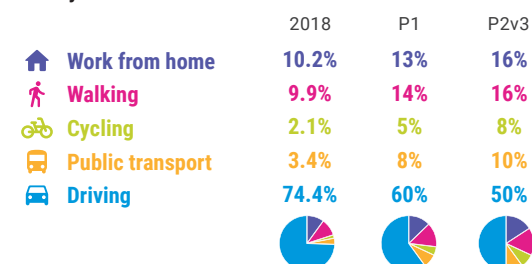
## PROGRAMME ANALYSIS

### Engagement

A stakeholder workshop in November 2019 was attended by representatives from 40 organisations. There was support for a focus on public transport and mode shift, and attendees requested these interventions be included in all programme options. There was interest in the opportunities offered by a two-way option, but differing views on whether one-way or two-way would serve Dunedin best.

Public engagement in mid-2020 showed strong support for investment in public transport and the harbour arterial, and concerns about congestion with a two lane, two-way arterial.

### Projected Mode Shift

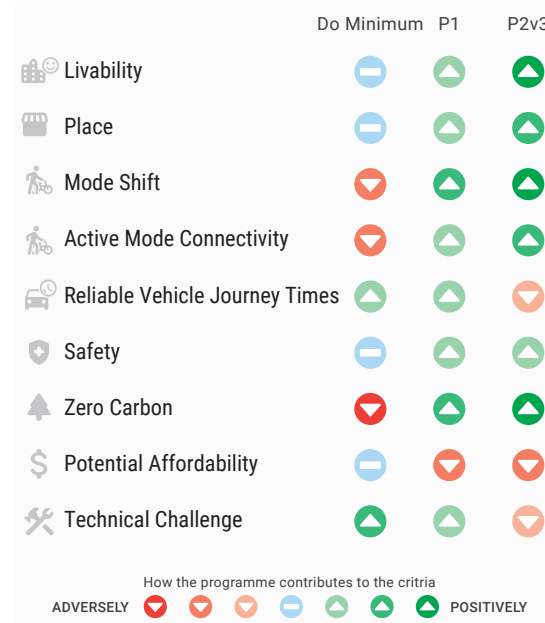


## ANALYSIS OUTCOMES

**Programme 1 provides some improvements** in connectivity, place quality/amenity, mode shift and carbon reduction. It provides more reliable journey times for drivers on key transport routes and is lower cost, less technically challenging and lower risk. Benefits primarily relate to improving access and encouraging use of a wider range of transport types. Pedestrian connections across the SH1 one-way pair to the NDH will be improved with enhanced crossing provision and reduced traffic speeds, and there will be some investment in amenity on SH1 adjacent to the NDH site.

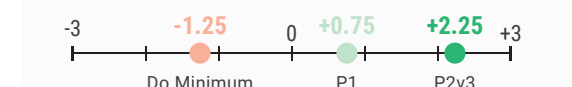
**Programme 2v3 provides transformational change** by reconfiguring the heart of the city by consolidating arterial traffic on a single, two-way route. This allows the existing SH1 northbound road to become a people-focused local road. This enhances the pedestrian environment, provides an opportunity for changes in land use to higher density/residential, makes walking and cycling more attractive, and leads to economic growth and carbon reductions. However, journey times are less reliable for drivers, and it is more technically challenging, with greater cost and risk.

### Multi-Criteria Analysis



### Health Impact Assessment

Programmes were assigned scores between -3 and 3 for how they are expected to impact on different health measures, through research and discussion with hard to reach groups.



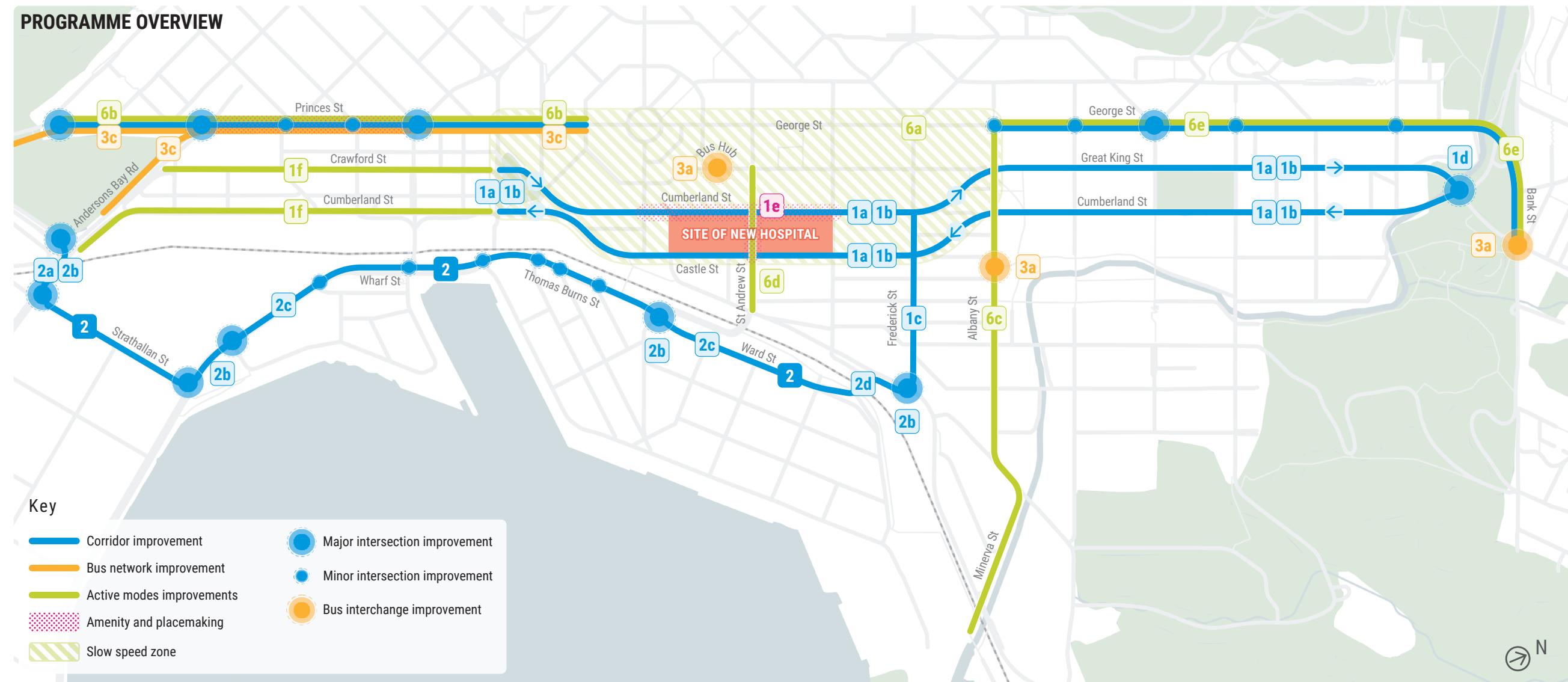
### Benefit-Cost Analysis

	P1	P2v3
<b>Benefits</b>	<b>\$282m</b>	<b>\$288m</b>
Travel Time	\$38m	(\$46m)
Vehicle Emissions	\$3m	\$3m
Reduced Crashes	\$95m	\$79m
Active Modes	\$36m	\$39m
Valuing Urban Realm Toolkit	\$16m	\$20m
Improved Wellbeing	\$112m	\$230m
<b>Costs</b>	<b>\$103m</b>	<b>\$127m</b>
<b>Benefit/Cost Ratio</b>	<b>3.2</b>	<b>2.7</b>
Benefit/Cost Ratio (excl. WEBs)	2.0	0.7

WEBs: Wider Economic Benefits



# Shaping Future Dunedin Transport Programme



## 1 State Highway Works

- 1a SH1 Safety Improvements
- 1b SH1 Speed Management
- 1c Relocate SH88 to Frederick Street
- 1d Pine Hill Intersection Upgrade
- 1e Additional Access and Safety Improvements
- 1f Queens Gardens to Oval Cycleway

WAKA KOTAHI

## 2 Harbour Arterial Upgrade

- 2a Directional Signage and Wayfinding
- 2b Major and Minor Intersection Upgrades
- 2c Corridor Improvements
- 2d Ward Street Overbridge Upgrade

DCC

## 3 Public Transport Improvements

- 3a Central Bus Hub and Superstop Upgrades
- 3b Frequency and Fare Review
- 3c Southern Bus Priority

ORC

DCC

## 4 Parking Management Improvements

- 4a Develop Parking Management Policy
- 4b Introduce Parking Wayfinding System
- 4c Upgrade Parking Technology
- 4d Improve Data Collection and Reporting

DCC

## 5 Park and Ride

- 5a Mosgiel Park and Ride
- 5b Burnside Park and Ride

DCC

## 6 Active Mode Improvements

- 6a Slow Speed Zone
- 6b Princes Street Improvements
- 6c Albany Street Cycleway
- 6d St Andrew Street Improvements
- 6e George and Bank Streets Safer Streets Upgrade
- 6f Bicycle Hubs and Parking Facilities

DCC

## 7 Behaviour Change Programme

- 7a Travel planning with major employers
- 7b Demand management

ORC

DCC

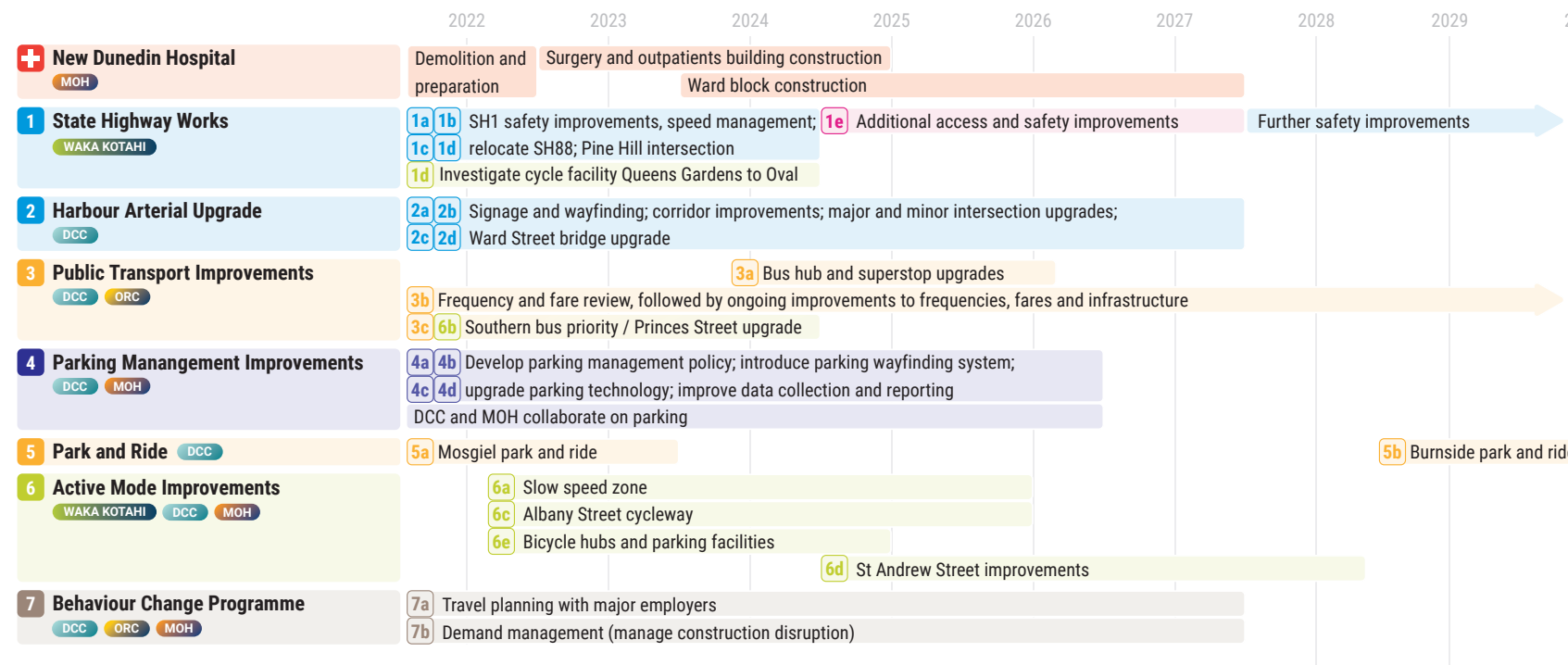
MOH

## Delivery partners

- WAKA KOTAHI Waka Kotahi NZ Transport Agency
- DCC Dunedin City Council
- ORC Otago Regional Council
- MOH Ministry of Health

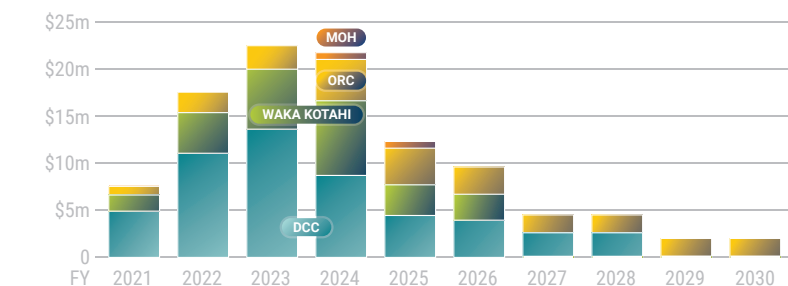
# Shaping Future Dunedin Transport Next Steps

## IMPLEMENTATION TIMELINE

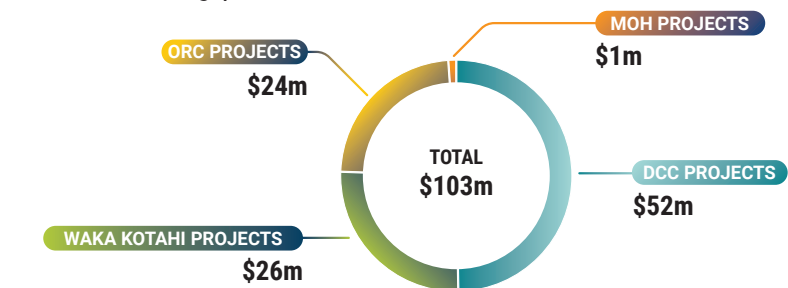


## FUNDING

### Profile over time



### Total funding provisions



DCC and ORC provisions include Waka Kotahi financial assistance contribution

## PROGRAMME OUTCOMES (EXPECTED OVER 10 YEARS)



### RISKS

- Speed management may be challenging to achieve on SH1** without some or all of the following: signal phasing to slow traffic and prevent green wave, raised platforms, or speed cameras to enforce the speed limit. Safety outcomes may take longer to achieve and travel times may increase as a result.
- Slowing the speed on northbound and southbound SH1 routes through the city may result in a greater than expected increase in traffic** on the Harbour Arterial or other local roads, and the proposed Harbour Arterial improvements may not be sufficient to manage the additional traffic.
- If implementation of public transport and Harbour Arterial improvements cannot be commenced by early 2022**, disruption and loss of access caused by hospital construction will be more significant than currently anticipated.
- Multi-partner programmes can be challenging to co-ordinate and deliver**, and there is a constrained funding environment. The programme must compete for funding nationally against other projects which may be of an equal or higher priority.
- Achieving public transport, walking and cycling targets may be difficult** and may result in increased disruption and delay on the network and put the DCC's Zero Carbon 2030 target at risk. Parking changes may be needed to help achieve the targets.

## NEXT STEPS

DCC	ORC	Waka Kotahi
Partners include funding for projects in Long Term Plan or equivalent		
Partners develop Programme Plan of action for delivering projects		
Partners develop traffic management strategy for construction of new hospital, including an aligned travel change campaign to manage access to the city during construction, promoting public transport as main alternative.		
Commence Princes Street Bus Priority and Corridor Safety Plan Single Stage Business Case and low-cost works, to improve levels of service.	Commence Public Transport Fares and Frequency Review Single Stage Business Case, with initial changes implemented early 2022 to provide continued access during hospital construction.	Board considered Programme Business Case November 2021
Commence Harbour Arterial Improvements Single Stage Business Case and low-cost works, so the route can provide an alternative route once new hospital build disruption starts on SH1 one way system.		Commence the SH88 Single Stage Business Case, relocating SH88 from St Andrew Street to Frederick Street.
Review of DCC Parking Management Policy and collaborate with the New Dunedin Hospital team on parking.		Advance speed management to trial different layouts on St Andrew Street and on SH1 in front of the new hospital. Trials may be able to be linked to the temporary traffic management required for the hospital build.
Establish a park and ride side in Mosgiel		

## REMIT TO THE LGNZ ANNUAL GENERAL MEETING - REQUEST FOR SUPPORT

Department: Civic

### EXECUTIVE SUMMARY

- 1 The Local Government New Zealand (LGNZ) 2023 Annual General Meeting (AGM) will be held on Wednesday 26 July 2023. Proposed remits to be considered at the AGM must have formal support from five councils, or at least one zone or sector group meeting prior to being submitted. Council has received a request for support from the New Plymouth District Council.

### RECOMMENDATIONS

That the Committee:

- a) **Decides** whether to support the remit from the New Plymouth District Council.

### BACKGROUND

- 2 LGNZ's Remits criteria is as follows:
  - a) The remit must be relevant to local government as a whole, and not just a single zone, sector or Council
  - b) The remit relates to significant matters, including constitutional and substantive policy, rather than matters that can be dealt with administratively
  - c) The remit concerns matters that cannot be addressed through channels other than at the AGM
  - d) The remit does not deal with issues that are already being actioned by LGNZ. This covers work programmes underway as part of LGNZ's strategy.

### DISCUSSION

- 3 The Mayor of New Plymouth District Council, Neil Holdom, is seeking the support for five councils for a proposed remit as follows:
- 4 The remit requests LGNZ to:
  - a) Publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets and
  - b) Consider and pursue other avenues including the Office of the Auditor-General to seek resolution of the issues facing the country in relation to the systemic rundown of our national roading infrastructure.

- 5 The New Plymouth District Council is seeking support or any changes to improve the wording of the remit.
- 6 A copy of the email and associated documents is at Attachment A and B.
- 7 Staff will provide advice at the meeting on this remit.

#### **NEXT STEPS**

- 8 If the Committee decides to support the proposed remit, the Mayor of New Plymouth District Council will be notified of the decision.
- 9 A further report containing remits received by LGNZ will be presented to Council (time permitting) in July prior to the AGM for council to consider so that the Council's voting delegate at the AGM has an understanding of a possible Council position on an issue.

#### **Signatories**

Author:	Clare Sullivan - Principal Committee Advisor
Authoriser:	Sandy Graham - Chief Executive Officer

#### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Proposed Remit from New Plymouth District Council	59
<a href="#">B</a>	Supporting document	62



**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This decision enables democratic local decision making and action by, and on behalf of communities, and promotes the social, economic, environmental, and cultural well-being of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Staff will provide advice at the meeting as to whether the proposed remit aligns with Council strategies.

***Māori Impact Statement***

There has been no engagement with Māori.

***Sustainability***

At this stage there are no implications for sustainability.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

At this stage there are no implications.

***Financial considerations***

There are no financial implications.

***Significance***

This decision is considered to be low in terms of the Council's Significance and Engagement Policy.

***Engagement – external***

There has been no external engagement.

***Engagement - internal***

Feedback has been sought from the Transport unit.

***Risks: Legal / Health and Safety etc.***

There are no identified risks.

***Conflict of Interest***

There are no known conflicts of interest.

## SUMMARY OF CONSIDERATIONS

### *Community Boards*

There are no known implications for Community Boards.

**Council Proposing Remit:** New Plymouth District Council

**Contact Name:** Mayor Neil Holdom

**Phone:** 0272845875

**Email:** [neil.holdom@npdc.govt.nz](mailto:neil.holdom@npdc.govt.nz)

**Remit - Roothing/Transport Funding**

- 1) Publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets.
- 2) Consider and pursue other avenues including the Office of the Auditor General to seek resolution of the issues facing the country in relation to the systemic rundown of our national roading infrastructure.

**Who Support the Proposed Remit**

TBC

**Why is this remit important?**

The current state of national highways is unacceptable. Sufficient increase in funding is required to achieve a national average for remaining seal life of no less than 3.6 years (pre 2010 levels) across the state highway network. This needs to be done within the next 10 years, in partnership with councils, and with corresponding asset health improvements on local roads, to ensure the safety of all New Zealanders. Other avenues to seek resolution from include the Auditor-General, relevant Ministers and the Transport and Infrastructure Select Committee.

**Background and Context**

Waka Kotahi's maintenance and renewal programme has clearly been insufficient to maintain asset health measured via the average remaining seal life. There are numerous media reports about the issues being faced across New Zealand.

Graph 1 (attached) shows the average remaining seal life of state highways by region. This information was obtained under the Official Information Act 1982 from Waka Kotahi. It shows the significant decline in the average seal life of state highways. Nationally, the average remaining life in 2010 was 3.6 years. In 2018 this declined to around 1.8 years and remains steady. However, at a regional level there are large discrepancies.

In 2010 every region had an average remaining life of between 2.9 and 4.4 years (a range of 1.5 years difference). By 2023 the range was from -0.6 to 3.3 years (a range of 3.9 years). With four regions having a seal age of less than one year, including Hawkes Bay which recorded its seventh year with an average of less than zero.

The issue Nationally, is predominately with chipseal roads rather than asphalt mix, with some exceptions. In 2023, across chipseal roads, five regions have an average remaining life of less than one year, with Hawkes Bay's roads again below zero. Within asphalt roads, Southland set an unfortunate record with an average remaining life of -2.5 years. Graph 2 (attached) shows the average remaining life of different surface types by region today.

Last year LGNZ commissioned Infometrics to undertake a report into trends in road transport funding.<sup>1</sup> That report noted that funding for roads per kilometre travelled only increased by 0.8% p/a in the five years to 2021, whilst construction costs increased 1.1% p/a in the same five years. That report ended its analysis in 2021. With considerable cost inflation over the past two years and decreased land transport revenue due to Covid, it is almost certain that the funding gap has grown even further. Inflation for Heavy and Civil Engineering Construction peaked at 15.1% pa in the September 2022 quarter<sup>2</sup>.

That increased funding gap to roads is likely to result in even further pressure on state highway maintenance and lifespans. The national stabilisation of the average remaining life of state highways may falter in the coming years, seeing further downward movement. Such a decrease will see more parts of the state highway network fail.

This year the Government is developing its next Government Policy Statement on Land Transport (the GPS). The GPS sets the funding buckets for Waka Kotahi. Influencing the development of the next GPS is one key way in which to ensure regional state highways do not continue to deteriorate. The Land Transport Management Act specifically states the Minister must regard the views of LGNZ. This remit therefore proposes a position for LGNZ.

**How does this remit relate to LGNZ's current work programme?**

Following the commissioning, and consequent results of the Infometrics report, there is further work to be done to ensure New Zealand's roading infrastructure reaches an acceptable quality level. LGNZ need to have input into the development of the next GPS and undertake a much wider advocacy role by:

- Seeking further investigations from the Auditor-General on state highway maintenance and asset management practices. This will build on the 2020 investigation into the Network Outcomes Contracts<sup>3</sup> which highlighted poor performance measures for network performance.
- Meeting with relevant Ministers (including Transport, Infrastructure and Finance) on the issues with the funding, renewals and asset management of state highways to highlight the outlined issues.
- Meeting with the Transport and Infrastructure Select Committee and its members at appropriate times to highlight these issues, such as during the annual review of Waka Kotahi.

**How will your council help LGNZ to make progress on this remit?**

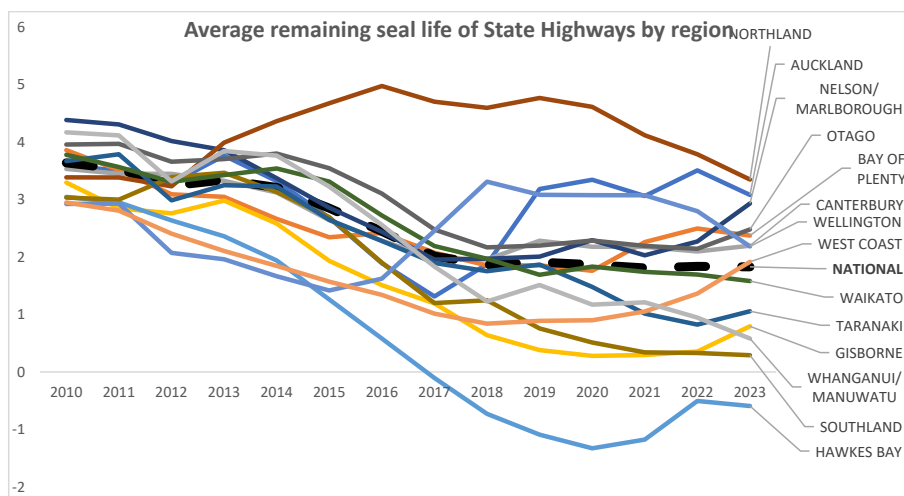
New Plymouth District Council would be available in an advocacy/committee member capacity to provide input and feedback as LGNZ undertake the tasks outlined in this remit.

<sup>1</sup> <https://www.lgnz.co.nz/assets/PDFs/Analysing-trends-in-road-transport-funding-November-2022.pdf?vid=3>

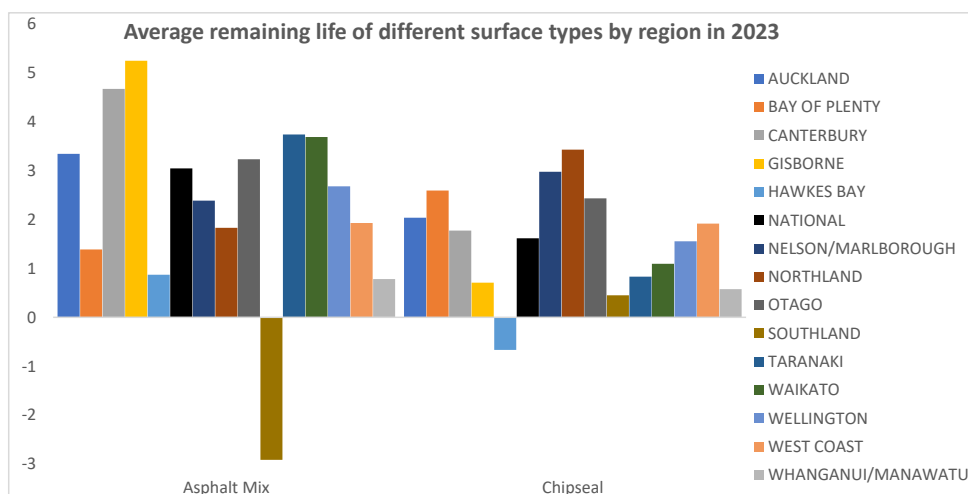
<sup>2</sup> <https://www.stats.govt.nz/information-releases/business-price-indexes-december-2022-quarter/>

<sup>3</sup> <https://oag.parliament.nz/2020/nzta-contracts>

**Graph 1**



**Graph 2**



**References**

- <https://www.lgnz.co.nz/assets/PDFs/Analysing-trends-in-road-transport-funding-November-2022.pdf?vid=3>
- <https://www.stats.govt.nz/information-releases/business-price-indexes-december-2022-quarter/>
- <https://oag.parliament.nz/2020/nzta-contracts>

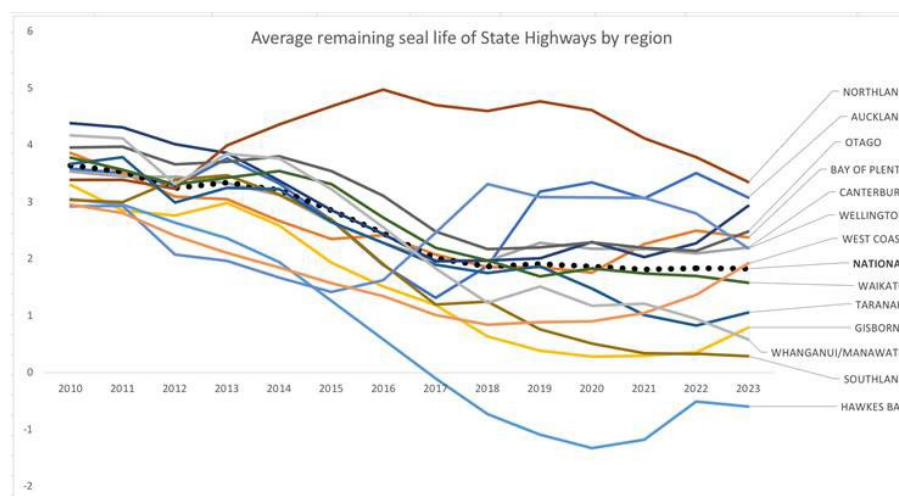
Hello Mayors and Chairs,

I hope this email finds you well and I bring you salutations from the good people of Taranaki.

Attached please find a Transport Funding Remit NPDC wishes to take to the LGNZ AGM in July that we would appreciate your support on.

A picture is worth a thousand words and so I have attached a regional breakdown highlighting the average remaining seal life across the State Highway Network over the past 14 years.

Further detail is provided within the remit and related attachments.



If you and your council would be comfortable supporting this remit, or wish to recommend any changes to improve it, please let us know by **Friday, 12 May 2023** so that we can finalise and submit to LGNZ for consideration.

## UPDATES FROM GOVERNANCE ENTITIES

Department: Transport

### EXECUTIVE SUMMARY

- 1 This purpose of this report is to provide minutes from governance entities that relate to the Committee's area of responsibilities so elected members are kept informed of matters of interest.
- 2 Attached to this report are the draft minutes from a meeting of the Otago and Southland Regional Transport Committee held on 3 March 2023.
- 3 As this is an administrative report only, there are no options or Summary of Considerations.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the draft minutes from the Otago Southland Regional Transport Committee (RTC) meeting dated 3 March 2023.

### Signatories

Author:	Stacey Hitchcock - Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure and Development

### Attachments

	Title	Page
<a href="#">⬇️A</a>	3 March 2023 - Otago Southland Regional Transport Committee Draft Minutes	64

**Minutes of the Otago and Southland Regional Transport Committees  
meeting held at Balclutha City Council on Friday 3 March 2023 at  
10:00**

**Regional Transport Committees Membership:**

<b>Otago:</b> Cr Kate Wilson (ORC, RTC Chair-) – <b>Meeting Chair</b> Cr Alexa Forbes (ORC, RTC Deputy Chair) Cr Bruce Graham (CDC) Cr Stuart Duncan (CODC) Cr Jim O’Malley (DCC) Cr Quentin Smith (QLDC) Cr Jim Thomson (WDC) Mr James Caygill (NZTA)	<b>Southland:</b> Cr Jeremy McPhail (ES, RTC Chair) Cr Phil Morrison (ES, RTC Deputy Chair) Cr Christine Menzies (SDC) Cr Ria Bond (ICC) Cr Joe Stringer (GDC) Mr James Caygill (NZTA) Chairman Nicol Horrell (ES) – ex officio
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**In attendance:**

Cr Kevin Gilbert (DCC) – On-line  
Cr Paul Duffy (SDC Alternate)  
Mr Peter Brown (Waka Kotahi Alternate)

Mr Russell Hawkes (ES)  
Ms Lorraine Cheyne (ORC)  
Ms Laura Faulkner (ORC – Minute-taker)

Mr Chris Bopp (CDC)

Ms Stacey Hitchcock (DCC)  
Ms Jeanine Benson (DCC)  
Mr Kevin (alternate)  
Mr Doug Rodgers (ORC)  
Mr Chad Barker (NZTA)  
Mr Chris Baker (NZTA)  
Mr Tony Pickard (QLDC)  
Mr Murray Hasler (GDC)  
Mr Hartley Hare (SDC)  
Mr Mike Harrison (WDC)  
Mr Dean Lowry (ES)  
Ms Lesley McCorry (ICC)  
Mr Quinton Penniall (CODC)



**1. Welcome**

Cr Kate Wilson welcomed all to this meeting at 10:00am

**2. Apologies**

**Resolution: Cr Kate Wilson Moved. Cr Jim O'Malley Seconded**

*Apologies for absence were recorded for Cr Alexa Forbes, Cr Christine Menzies, Cr Jo Stringer, Cr Ria Bond, and James Caygill (NZTA).*

**MOTION CARRIED**

**3. Public Forum, Petitions and Deputations**

No Public forum, petitions and deputations were held.

**4. Confirmation of Minutes**

**Resolutions: Cr Wilson Moved, Cr O'Malley Seconded**

*Resolution: That the minutes of the meeting held 15 July 2022 be received and confirmed as a true and accurate record.*

**MOTION CARRIED**

**5. Actions from Minutes of 15 July 2022**

The actions from minutes from 15 July 2022 were reviewed.

**6. Notification of Extraordinary and Urgent Business**

**6.1 Supplementary reports**

There were no supplementary reports tabled for inclusion on the agenda.

**7. Questions**

Cr Jim O'Malley asked that previously requested data regarding traffic accidents, deaths, and serious injury is sent through. Yet to be supplied, AADT for two stretches of SH 1 from Christchurch south will be supplied with circulation of minutes.



**Item 1 - Induction Briefing Otago Southland Regional Transport Committees**

Mr Hawkes introduced the paper outlining the legal framework committee works under. Framework from Land Transport Management Act 2003. Intended to be sufficient information for new members of the Committee. Chair Cr Kate Wilson spoke to the Committee about the challenges of funding, climate change and resilience and the need for the RLTC to be future-focussed and plan for something that may be different from what we have now.

**Resolution: Cr Wilson Moved. Cr O'Malley Seconded**

*That the Regional Transport Committees receive the report and provide comment or direction on further information or actions the Committees require.*

**MOTION CARRIED****Item 2 – Review of Combined RTC Terms of Reference**

Query as to whether the ToR have been updated for requirement of 2022 Speed Management Rule/ Regional Speed Management Plans. While each Regional council has to prepare a speed management plan, Rule allows for each Road Controlling Authority (RCA) to prepare its own Speed Management Plan, then all become part of the regional plan. Chair Cr Kate Wilson suggested that there may be some benefit of each Regional Councils bringing its plan to joint RTC to look at consistency. Staff to come back regarding further terms-of-reference and how this works.

**Resolution: Cr Kate Wilson Moved. Cr Jim Thomson Seconded**

*That the Regional Transport Committees receive the report and:*

- 1. provide direction on changes or further development of the Regional Transport Committee Terms of Reference;*
- 2. provide direction on changes or further development of the Technical Advisory Group Terms of Reference.*

**MOTION CARRIED****Item 3 – Mid-Term Review of the 2021-2031 Regional Land Transport Plan**

Chair Cr Kate Wilson advised that the Otago Regional Council Public and Active transport Committee will be doing KPI's for public and active transport. Noted that Queenstown Lakes District needs 40% mode shift required, and the question was raised of who is keeping track of how these Transport objectives are being measured. Is this data being collected and who is holding it. Cr Stuart Duncan queried what happens if key targets aren't met, noting that mode shift is tough. Recognition that there is room for improvement in reporting on monitoring of RLTP.

Chair Cr Kate Wilson noted the need for the Committee to work collaboratively then report to TA's. Plan on how we plan and report around our RLTP goals.

In general discussion on the review the Committee was advised that it was possible to start the plan afresh as a new Committee, but timeframes are now very tight. The last meeting of the Committee

determined the overall direction of the plan. Noted that RCAs are preparing their activity management plans to be signed off mid-September. Draft RLTP to go out for consultation end of September. Short time to make any big changes.

Query around scope (of “land transport”), noted the definition in LTMA is:

**land transport—**

- (a) means—
  - (i) transport on land by any means;
  - (ii) the infrastructure, goods, and services facilitating that transport; and
- (b) includes—
  - (i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure;
  - (ii) the infrastructure, goods, and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i)

Acknowledgment that it is a land transport plan not road transport plan, thinking is now beyond just roads. Staff to go back to the documents to see what can be strengthened and re-framed to meet carbon reduction targets/aspirations. Also noted substantially less funding and further impacts on budget due to recent climate events. RLTP will have to “do more with less”

**Resolution: Cr Kate Wilson Moved. Cr Stu Duncan Seconded**

*That the combined Regional Transport Committees note the report:*

1. *adopt the approach recommended for the Regional Land Transport Plan with updates to reflect a greater emphasis on transport options and resilience;*
2. *note the Regional Land Transport Plan development programme proposed.*

**MOTION CARRIED**

**Item 4 – Request for External Membership on the Regional Transport Committees**

General discussion and consensus on Chair Cr Kate Wilson for committee to welcome members of Transporting New Zealand to attend public forums, but not membership of Committee. Membership to be kept to specific technical advisors. Staff to consider other groups to attend in public forum, eg presentation to understand Hydrogen as a potential option and the supply chain of this.

**Resolution: Cr Kate Wilson Moved. Cr Phil Morrison Seconded**

*That the Regional that the that Committees receive the report and:*

1. *that Transporting NZ are welcome to address the committee at public forums but not as members of the committee, which is not a matter delegated to the committee*

**MOTION CARRIED**

**Item 5 – Waka Kotahi NZ Transport Agency Update**

Considerable work being done in Waka Kotahi to recover from Cyclone Gabrielle and other extreme weather events, while delivering the business-as-usual work from Waka Kotahi. In summary:

- Maintenance and operations on State highways in the South Island Programme is on-track and contractors have benefited from the dry conditions in the South.
- The Interim SH Speed Management Plan is being developed, with the focus on stage speed reduction at schools, marae and high-risk areas.
- One Network framework (ONF) to replace One Network Classification
- Beaumont bridge: Excellent progress with only minor traffic management issues on weekends.

Chair Cr Wilson noted the Beaumont Bridge work it will be a dramatic improvement for SH, important connectivity for everyone in Otago. Cr Jim O'Malley noted that the bridge is being constructed as two-lane due to RTC. General discussion on maintenance repairs versus more permanent fixes/rehabilitation of pavement; and level of push-back on speed reductions due to loss of productivity. However, school routes, maraes etc, it can be a difficult conversation in rural areas.

**Resolution: Cr Jeremy McPhail Moved. Cr Jim Thomson Seconded**

*That the Regional that the Committees note the report*

**MOTION CARRIED**

#### Items to Action

##### Action:

- Bring back advice regarding new Speed Management Rule for next meeting
- Bring RLTP monitoring framework back to next meeting
- To note the introduction and three-year goals of committee members in order to bring out future-focus of the Committees.
- Circulate AADT information with minutes - Table supplied by Waka Kotahi below.

##### - AADT for State Highway 1 (South)

Location	AADT	% Heavy
Christchurch (at SH1)	25,000	11
Christchurch (SH76)	14,500	6
Rolleston (SH1)	21,700	11
Mosgiel (north of interchange)	11,200	5
Mosgiel (south of interchange)	10,200	7
Airport turn-off (just north)	9,200	19
Airport turn-off (just south)	6,800	12
Waihola	6,800	12
Milton	7,000	11
Balclutha	10,300	20

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## ITEMS FOR CONSIDERATION BY THE CHAIR

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Any items for consideration by the Chair.