

Notice of Meeting:

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

Date: Monday 19 August 2024
Time: 10.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon

Sandy Graham
Chief Executive Officer

Infrastructure Services Committee
PUBLIC AGENDA

MEMBERSHIP

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	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 Scott MacLean, General Manager Climate and City Growth

Governance Support Officer Rebecca Murray

Rebecca Murray
Governance Support Officer

Telephone: 03 477 4000
governance.support@dcc.govt.nz
www.dunedin.govt.nz

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

ITEM	TABLE OF CONTENTS	PAGE
1	Karakia Timatanga	4
2	Public Forum	4
	2.1 Speed Limits of Motorised Vehicles in the City	4
	2.2 Petition - SH1 Waitati Speed Reduction	4
3	Apologies	4
4	Confirmation of Agenda	4
5	Declaration of Interest	5
6	Confirmation of Minutes	15
	6.1 Infrastructure Services Committee meeting - 18 June 2024	17
PART A REPORTS (Committee has power to decide these matters)		
7	Actions from Resolutions of Infrastructure Services Committee Meetings	24
8	Infrastructure Services Committee Forward Work Programme	29
9	3 Waters - Integrated System Planning	37
10	Proposed Parking Changes - Hearings Committee July 2024 Recommendations	47
11	Transport Activity Report for the Period Ending 30 June 2024	73
12	Waste and Environmental Solutions Activity Report for the period ending 30 June 2024	78
13	Items for Consideration by the Chair	89
14	Karakia Whakamutunga	
	The meeting will close with a Karakia Whakamutunga.	

1 KARAKIA TIMATANGA

The meeting will open the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

2.1 Speed Limits of Motorised Vehicles in the City

Jakub Závacký wishes to address the meeting regarding speed limits of motorised vehicles in the city.

2.2 Petition - SH1 Waitati Speed Reduction

Amee Parker wishes to present an online petition on SH 1 Waitati Speed Reduction. As at 13 August has 876 online signatures. The wording of the petition is as follows:

“The Blueskin General Store, the Waitati turnoff, a bus stop, and a parking lot are located on SH1 Waitati where the speed limit is 100 km/h. Crossing this road on foot is perilous, as visibility is poor in both directions. Cars coming from the south are almost invisible until they're dangerously close, and seeing cars from the north is difficult, especially with a truck parked nearby. This is particularly alarming for those with prams or mobility challenges. Pulling into or out of the parking lot is also daunting. Moreover, southbound drivers often cross double yellow lines and exceed safe speeds when turning into Waitati. Given the frequent accidents (including the recent one) between Waitati and Waikouaiti, we urge NZTA to reduce the speed limit on this section of SH1 to 70 km/h and install new signs to enhance safety and reduce fear for all road users.”

This is the link to the online petition: <https://www.change.org/p/sh1-waitati-speed-reduction>

3 APOLOGIES

An apology has been received from Cr Steve Walker.

That the Committee:

Accepts the apology from Cr Steve Walker.

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

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

	Title	Page
↓A	Infrastructure Services Committee Register of Interest	6

Infrastructure Services Committee Interest Register				
As at 14 August 2024				
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.	

CONFIRMATION OF MINUTES

INFRASTRUCTURE SERVICES COMMITTEE MEETING - 18 JUNE 2024

RECOMMENDATIONS

That the Committee:

- a) **Confirms** the Infrastructure Services Committee meeting held on 18 June 2024 as a correct record.

Attachments

	Title	Page
A↓	Minutes of Infrastructure Services Committee meeting held on 18 June 2024	16

Infrastructure Services Committee

MINUTES

Minutes of an ordinary meeting of the Infrastructure Services Committee held in the Council Chamber, Dunedin Public Art Gallery, The Octagon on Tuesday 18 June 2024, commencing at 10.40 am

PRESENT

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	Cr Sophie Barker	Cr David Benson-Pope
	Cr Christine Garey	Cr Kevin Gilbert
	Cr Carmen Houlahan	Cr Cherry Lucas
	Ms Donna Matahaere-Atariki	Cr Mandy Mayhem
	Ms Marlene McDonald	Cr Lee Vandervis
	Cr Steve Walker	Cr Andrew Whiley via Zoom audio visual link

IN ATTENDANCE

Scott MacLean (General Manager Climate and City Growth), David Ward (General Manager 3 Waters and Transition, Claire Austin (General Manager Customer and Regulatory), Leanne Mash (General Manager Business and Community Engagement), Nadia McKenzie (In-House Legal Counsel), John McAndrew (Acting Group Manager 3 Waters), Anna Nilsen (Group Manager Property), Simon Smith (Manager Transport Asset and Funding), Mark Mawdsley (Team Leader Advisory Services) and Clare Sullivan (Manager Governance)

Governance Support Officer Rebecca Murray

1 KARAKIA TIMATANGA

Marlene McDonald opened the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

There was no Public Forum.

3 APOLOGIES

Apologies were received from Mayor Jules Radich, Cr Bill Acklin and Cr Marie Laufiso.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Committee:

Accepts the apologies from Mayor Jules Radich, Cr Bill Acklin and Cr Marie Laufiso.

Motion carried (ISC/2024/021)

4 CONFIRMATION OF AGENDA

Moved (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

Confirms the agenda without addition or alteration.

Motion carried (ISC/2024/022)

5 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.

Donna Matahaere-Atariki updated her register of interest with changing Chair to Member for Ōtākou Runaka.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Committee:

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

Motion carried (ISC/2024/023)

6 CONFIRMATION OF MINUTES

6.1 INFRASTRUCTURE SERVICES COMMITTEE MEETING - 23 APRIL 2024

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Confirms the minutes of the Infrastructure Services Committee meeting held on 23 April 2024 as a correct record.

Motion carried (ISC/2024/024)

PART A REPORTS

7 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.

General Manager Climate and City Growth (Scott MacLean) responded to questions.

Moved (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

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

Motion carried (ISC/2024/025)

8 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME

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

General Manager Climate and City Growth (Scott MacLean) and Group Manager Property Services (Anna Nilsen) responded to questions.

Moved (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

Notes the Infrastructure Services Committee forward work programme.

Motion carried (ISC/2024/026)

9 3 WATERS ACTIVITY REPORT FOR THE PERIOD ENDING 31 MAY 2024

A report provided an update on 3 Waters activities for the period ending 31 May 2024.

General Manager 3 Waters and Transition (David Ward) and Acting Group Manager (John McAndrew) responded to questions.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Notes the 3 Waters Activity Report for the Period Ending 31 May 2024.

Motion carried (ISC/2024/027)

10 PROPERTY SERVICES ACTIVITY REPORT FOR THE PERIOD ENDING 31 MARCH 2024

A report provided an update on Property Services and Parking Operations activities for the period ending 31 March 2024.

General Manager 3 Waters and Transition (David Ward) and Group Manager Property Services (Anna Nilsen) responded to questions.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Notes the Property Services Activity Report for the Period Ending 31 March 2024.

Motion carried (ISC/2024/028)

11 WASTE AND ENVIRONMENTAL SOLUTIONS ACTIVITY REPORT FOR THE PERIOD ENDING 31 MARCH 2024

A report provided an update on Waste and Environmental Solutions activities for the period ending 31 March 2024.

General Manager Climate and City Growth (Scott MacLean) responded to questions.

Cr Carmen Houlahan left the room at 11.37 am and returned to the meeting at 11.41 am.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Committee:

Notes the Waste and Environmental Solutions Activity Report for the period ending 31 March 2024.

Motion carried (ISC/2024/029)

12 TRANSPORT ACTIVITY REPORT FOR THE PERIOD ENDING 31 MARCH 2024

A report provided an update on Transport activities for the period ending 31 March 2024.

General Manager Climate and City Growth (Scott MacLean) and Manager Transport Asset and Funding (Simon Smith) responded to questions.

Cr Christine Garey left the room at 12.18 pm and returned to the meeting at 12.21 pm.

Cr Andrew Whiley left the meeting at 12.30 pm.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Notes the Transport activity report for the period ending 31 March 2024.

Motion carried (ISC/2024/030)

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Adjourns the meeting until 1.00 pm.

Motion carried

Donna Matahaere-Atariki, Cr Lee Vandervis and Cr David Benson-Pope left the meeting at 12.34 pm.

The meeting adjourned at 12.34 pm and reconvened at 1.10 pm.

13 ROAD NAMING OF THREE PRIVATE WAYS

A report sought the approval of road names for three private ways in the Mosgiel-Taieri area.

The General Manager Climate and City Growth (Scott MacLean) provided an update from the developer that advised the preferred name for their private way was now Stables Lane instead of Cottage Drive and responded to questions.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

- a) **Approves** the naming of the new private way off School Road South, Taieri as **'Wilden Lane'**.
- b) **Approves** the naming of the new private way off Gladstone Road North, as **'Stables Lane'**.
- c) **Approves** the naming of the new private way off Lorne Street, as **'Mako Lane'**.

Motion carried (ISC/2024/031)

14 SUBMISSION ON THE PROPOSED CHANGES TO NZTA EMERGENCY WORKS POLICY

A report sought approval of the Dunedin City Council (DCC) submission to the Waka Kotahi NZTA's emergency works.

General Manager Climate and City Growth (Scott MacLean) and Manager Transport Asset and Funding (Simon Smith) responded to questions.

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

That the Committee:

Approves the submission on the proposed changes to the NZTA emergency works policy.

Motion carried (ISC/2024/032)

15 SUBMISSION ON THE RULES SETTING LOCAL GOVERNMENT PERFORMANCE MEASURES (SAFETY OF DRINKING WATER)

A report sought retrospective approval of a Dunedin City Council (DCC) submission to the Department of Internal Affairs (DIA).

General Manager 3 Waters and Transition (David Ward) and Team Leader Regulation and Policy (Scott Campbell) spoke to the report and responded to questions.

Cr Andrew Whiley returned to the meeting at 1.38 pm.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Approves, retrospectively, the DCC submission to the Department of Internal Affairs on proposed amendments to the local government mandatory non-financial performance measure for safety of drinking water.

Motion carried (ISC/2024/033)

16 SUBMISSION ON THE LOCAL GOVERNMENT (WATER SERVICES PRELIMINARY ARRANGEMENTS) BILL

A report sought approval of a draft Dunedin City Council (DCC) submission to Parliament's Finance and Expenditure Select Committee on the Local Government (Water Services Preliminary Arrangements) Bill (the Bill).

Cr Kevin Gilbert left the room at 1.42 pm and returned to the meeting at 1.44 pm.

General Manager 3 Waters and Transition (David Ward), In-House Legal Counsel (Nadia McKenzie) and Team Leader Regulation and Policy (Scott Campbell) provided an overview of an update to the recommendations in the submission and responded to questions.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

- a) **Approves** the draft DCC submission to the Finance and Expenditure Select Committee on the Bill and Amendment.
- b) **Authorises** the Mayor and/or his delegate to speak to the submission.
- c) **Authorises** the Chief Executive to make any minor editorial changes if needed.

Motion carried (ISC/2024/034)

17 REMIT SUPPORT LGNZ

Council received a request for support for a remit from Gisborne District Council prior to it being submitted to LGNZ for consideration. The report sought support for the remit regarding the proactive lever to mitigate the deterioration of unoccupied buildings.

General Manager Customer and Regulatory (Claire Austin) and Team Leader Advisory Services (Mark Mawdsley) spoke to the report and responded to questions.

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

That the Committee:

Decides to support the remit proposed by Gisborne District Council seeking proactive legislative levers to mitigate the deterioration of unoccupied buildings and incentivise repurposing vacant buildings.

Motion carried (ISC/2024/035)

18 ITEMS FOR CONSIDERATION BY THE CHAIR

Items for consideration by the Chair:

Cr Jim O’Malley provided the following:

Better off Funding – request that staff advise the Chair where the Better off Funding analysis will be presented to.

Cr Vandervis earlier asked for volumes of materials going to landfills inside the municipal area, to be broken down into municipal waste and clean fill and whether or not council had the ability to obtain from private providers the volume of those materials and what materials are in it.

Some activities that are civil construction and capital construction work activities under other delegations and captured under other Committee’s Forward Work Programmes and an ability to capture these activities that are across more than one Committee.

Cr Sophie Barker provided the following:

Annual report on the waste minimisation grants to include additional commentary on what the funding was used for and how the funded activity contributes to the waste minimisation objectives.

Strategic walking and cycling plan doesn’t appear in its own column in the Forward Work Programme.

Feedback on activity reports that some have links to the levels of service and the targets being consistent within them.

19 KARAKIA WHAKAMUTUNGA

Marlene McDonald closed the meeting with a Karakia Whakamutunga.

The meeting concluded at 2.10 pm.

.....
CHAIRPERSON

PART A REPORTS

ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS

Department: Civic

EXECUTIVE SUMMARY

- 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 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 since the last Infrastructure Services Committee meeting.

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	Infrastructure Services Committee Public Open Action List	25
↓B	Infrastructure Services Committee Public Completed Action List	26

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:	Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	Infrastructure Services Committee Forward Work Programme	31

3 WATERS - INTEGRATED SYSTEM PLANNING

Department: 3 Waters

EXECUTIVE SUMMARY

- 1 The purpose of this report is to inform the Infrastructure Services Committee of the strategic planning work that 3 Waters has been undertaking through the Integrated System Planning (ISP) programme.
- 2 The Integrated System Planning (ISP) programme is a strategic planning programme with a 50-year planning horizon to identify the future investment required to ensure that 3 Waters services meet current and adapt to future standards and levels of service for 3 Waters and to achieve affordability obligations to customers.
- 3 Dunedin’s 3 Waters services have a number of risks, issues and constraints including aging infrastructure, vulnerable water supplies, wastewater and stormwater contamination of fresh and coastal waters, climate change impacts, growth, community expectations, regulatory requirements, increasing costs and reform of service delivery. There are opportunities for carbon reductions and beneficial reuse.
- 4 ISP has assessed current system performance and expected future performance requirements. “Responses” that could move 3 Waters services from current performance to the required future state were identified and evaluated. Preferred responses were selected to form a “core pathway” of future investments.
- 5 Key responses in the core pathway include:
 - improving the efficiency of water use while diversifying water sources and adding storage.
 - reducing wet weather overflows in our wastewater networks, biosolids reuse and upgrades to wastewater treatment plants as part of obtaining new consents.
 - improving the management of stormwater quantity and quality in key catchments through the implementation of green infrastructure, targeted treatment devices in high traffic areas and reducing the risk of flooding in private property.
- 6 The capital works required to deliver the core pathway will be included in the 3 Waters 9 year plan, the associated Infrastructure Strategy and Local Water Done Well Water Service Delivery Plan. A further report to ISCOM will be made on completion of the final and summary reports for ISP.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the 3 Waters – Integrated System Planning report.

BACKGROUND

- 7 3 Waters services are faced with a number of challenges, including:
- aging infrastructure
 - environmental impacts with increasing risk of drought, floods and damage to infrastructure due to climate change impacts
 - growth in parts of Dunedin being constrained by infrastructure capacity
 - regulatory requirements and community expectations of improved performance in terms of resource efficiency
 - the need to reduce the carbon footprint of 3 Waters activities
 - increasing costs that challenge the affordability of services.
- 8 Given the number of and complexity of these challenges, the 3 Waters Department has undertaken the Integrated System Planning (ISP) programme of work. The ISP programme is a strategic planning programme with a 50-year horizon. The purpose of ISP is to identify the future investment required to ensure that 3 Waters services meet current and adapt to future standards and levels of service for 3 Waters and to achieve affordability obligations to customers.
- 9 Given future uncertainties a Dynamic Adaptive Planning Pathways (DAPP) approach has been applied. DAPP is a method of strategic planning in the face of future uncertainties, identifying multiple future options and the signals and triggers which might indicate a need to move to a different option. Originally developed for climate adaptation, this approach is increasingly being used for infrastructure planning overseas. Dunedin City Council (DCC) is recognised as one of New Zealand’s early adopters of this methodology for 3 Waters infrastructure planning.
- 10 ISP will deliver a “core pathway” of future strategic investments required over a 50-year timeframe for water supply, wastewater and stormwater services. The work is due to be completed by the end of 2024 but is sufficiently complete to inform budgets for the 9-Year Plan and Water Service Delivery Plans.
- 11 The ISP methodology consists of four stages:
1. Baseline Performance – assessing the current performance of the infrastructure.
 2. Objective Setting – determining the performance standards and levels of service expected to be achieved in the future. These are summarized in a set of “Guiding Principles”.
 3. Strategic Responses – after considering the gap between current performance and expected future performance requirements, developing “responses” that would enable 3 Waters services to reach the required future state.
 4. Strategy Selection / Adaptive Planning – evaluating responses and selecting preferred responses to form a “core pathway” of future investments required to reach the future state. The core pathway includes alternatives, should future uncertainties develop differently to expectations.

- 12 Targeted engagement with our Te Tiriti partner and key stakeholders was included as a feature of ISP and proved to be vital in understanding, first hand, historic and likely future positions.
- 13 Mana whenua are a part of the Programme Board for the ISP programme, providing governance as well as cultural and technical input via Aukaha but involving members of Te Rūnanga o Ōtākou and Kati Huirapa Runaka ki Puketeraki when they felt the need to input directly.
- 14 Key stakeholders included:
- Otago Regional Council – a key regulator of our activities (e.g., water takes, wastewater and stormwater discharges)
 - Taumata Arowai – the regulator for our water supply activities and potential future regulator for wastewater and stormwater activities.
 - DCC stakeholders outside of the 3 Waters:
 - i) City Development – providing growth projections and expectations.
 - ii) Zero Carbon – inputting on how 3 Waters reaches Carbon Zero targets.
 - iii) South Dunedin Futures – to ensure alignment of programmes.

DISCUSSION

- 15 The Baseline Performance stages of ISP confirmed known or identified new risks, issues, constraints and opportunities. These include:
- Water Supply
 - i) Dunedin’s water supply is vulnerable – almost 80% of Dunedin’s water comes from the Deep Creek and Deep Stream supplies. These supplies are vulnerable to catchment fire and several critical pipelines are vulnerable to asset failure, which also have regulatory and health and safety risks.
 - ii) Most of Dunedin’s water supply is taken from surface water sources, many of which are over allocated. All of Dunedin’s existing water sources will need new consents in the early 2040s and it is unlikely that we will be able to take as much water from existing sources as we currently do. More water will need to be left in streams and rivers for the health of the environment and water taken must be used more efficiently.
 - iii) The need to maintain river flows under new consent condition in the early 2040s means it’s expected that during peak demand periods in summer no water will be able to be taken from surface water sources for several weeks. Dunedin does not currently have sufficient raw water storage available to meet expected demand during these future “no surface water take” periods.
 - Wastewater
 - i) While our wastewater networks perform adequately in dry weather, in wet weather, overflows of wastewater to streams and watercourses is degrading water quality. Freshwater is relatively clean in the headwaters of waterbodies such as the

Leith, Lindsay, Kaikorai and Silverstream but deteriorates as it flows through urban areas. The most common contaminants are E.coli and nitrates.

- ii) The poor wet weather performance of the wastewater networks is due to aging pipes, that let in groundwater and surface water during rain, and likely also cross-connections of stormwater pipes into wastewater pipes although this requires further investigation.
 - iii) The wet weather performance and capacity of the wastewater network is constraining Dunedin's growth in a number of areas, including Kaikorai Valley, North East Valley, parts of the CBD and Mosgiel.
 - iv) The Main Interceptor Sewer is a critical asset and is at the end of its theoretical useful life. Condition assessment of this asset is ongoing and, when completed, will confirm remaining life and help plan for its replacement.
 - v) The Musselburgh Wastewater Pump Station and pipelines from there to Tahuna Wastewater Treatment Plant (WWTP) carry 64% of Dunedin's wastewater. Both are highly vulnerable to failure and in need of upgrade or replacement.
 - vi) One of the biggest contributors to the 3 Waters carbon footprint is disposal of wastewater sludges. These contribute approximately 25% of 3 Waters and almost 6% of DCC's operational carbon emissions. Currently wastewater sludges are landfilled or incinerated; both of these pathways are vulnerable to asset failure which results in sludges needing to be disposed of outside of Dunedin, at high cost.
 - vii) All wastewater consents expire within the next eight years with Tahuna and Green Island WWTP consents expiring in 2032. It is expected that higher standards of treatment will need to be met.
- **Stormwater**
 - i) Stormwater also contributes to the poor health of our streams and watercourses in urban areas. In addition to E.coli and nitrates, zinc is another common contaminant. During wet weather turbidity increases and lead and copper also exceed guideline values at times. Run-off from roads is likely to be a contaminant contributor.
 - ii) Stormwater also impacts water quality in coastal areas with elevated levels of zinc, copper, faecal coliforms and hydrocarbons being present in coastal waters.
 - iii) Stormwater infrastructure in South Dunedin is the most critical in the city although there are also areas of high risk in Mosgiel, Kaikorai Valley, North East Valley, Sawyers Bay and Abbotsford.
 - iv) Watercourses provide a significant portion of Dunedin's stormwater drainage but over 70% of these are privately owned and not always well maintained. The proper functioning of watercourses is highly critical to ensuring flood protection in urban areas and vulnerable infrastructure such as roads, railways, schools and hospitals.
 - v) Climate change is expected to reduce the level of service of stormwater infrastructure due to increasing frequencies of intense rainfall and sea level rise reducing capacity available in low lying areas.

- ii) Investigating, consenting and implementing alternative water sources, which are likely to include groundwater, prior to the expiry of existing surface water take consents in the early 2040s.
 - iii) Increasing raw water storage potentially up to 30 days storage, with the scale of storage required being dependent on the investigations into alternative water sources.
- **Wastewater**
 - i) Continuing to focus on reducing wet weather overflows by reducing inflow and infiltration into the wastewater network, through a combination of rehabilitation or renewal of aging infrastructure, removal of cross-connections, pipe capacity increases and constructing network storage. This is expected to result in operational savings. A new global wastewater networks discharge consent will be required.
 - ii) Development of a biosolids reuse facility, to convert wastewater sludges into beneficial products and significantly reduce the carbon impact of 3 Waters operations.
 - iii) A significant programme of upgrades to wastewater treatment plants over the next eight years as part of re-consenting. This will require improvements to treatment plant performance, cost efficiency and a reduction in the carbon footprint of activities.
- **Stormwater**
 - i) Prioritising improvements in the Lindsay, Leith, South Dunedin and Mosgiel stormwater catchments and stormwater discharges to Otago Harbour.
 - ii) Implementing green infrastructure, where practicable, to resolve quantity and quality issues. This could include raingardens, swales, floodable parks, wetlands and detention ponds.
 - iii) Targeting high traffic areas of the road network with proprietary stormwater treatment devices, to improve stormwater quality.
 - iv) Clearly delineating certain roads as overland flowpaths, to reduce the risk of flooding in private property.

19 Key risks that may impact the implementation of the core pathway are:

- **Funding** – this will be considered as part of the 9-Year Plan. Consideration will be given to which responses in the core pathway should be prioritised if available funding does not meet the expected costs of full core pathway implementation.
- **Local Water Done Well (LWDW)** – the body of work that ISP consists of provides Dunedin with a robust and evidence-based plan that defines our infrastructure needs and the best ways to meet expected performance requirements. It is believed that this puts Dunedin in a strong position to secure the investment required regardless of the nature of any service delivery model.

20 The outputs from the ISP programme are aligned with the following related DCC programmes of work:

- Servicing Assessment – as described in the 3 waters Activity report for the Period Ending 31 May 2024, presented to ISCOM on 18 June 2024, 3 Waters, has commenced work on a Servicing Assessment in accordance with sections 125-128 of the Local Government Act 2002 (LGA). The ISP programme considered what 3 Waters services are expected to be required for outlying communities that currently only have some or no 3 Waters services. Cost estimates were produced and will support the Servicing Assessment project, which will be reporting to ISCOM later in 2024.
- Future Development Strategy – in addition to producing cost estimates for servicing some currently partially / unserviced areas of Dunedin, the ISP programme incorporates growth projections from City Development. Where possible, core pathway responses implementation will focus on current and future growth areas of Dunedin as a priority.
- South Dunedin Futures (SDF) – the ISP programme has produced updated and recalibrated stormwater and wastewater hydraulic models for the South Dunedin area. These will be used to assess various adaptation options developed in the SDF programme in more detail. The ISP core pathway for stormwater, with its prioritisation of green infrastructure is expected to align with the direction of the SDF programme.
- Carbon Zero – in addition to key carbon reduction responses, such as establishing a biosolids reuse facility, infrastructure responses in the core pathway will incorporate carbon reduction through planning, design, construction and operation.

OPTIONS

21 This report is for information only. No options are presented.

NEXT STEPS

- 22 The ISP programme is in the process of being finalised. A detailed final report and high-level summary report, suitable for public engagement, will be produced by the end of 2024.
- 23 The investment required to deliver the core pathway will be included in the 3 Waters 9-Year Plan and LWDW Water Service Delivery Plan. Council and the public will have the opportunity to provide feedback through the engagement processes of these two plans.
- 24 An ISP Implementation Plan is being prepared. This will detail the next steps required to begin to deliver the core pathway and the monitoring required to track progress and any changes required to the core pathway, as the future unfolds.
- 25 A further report to ISCOM will be made on completion of the final and summary reports for ISP. 3 Waters will prepare separate ISCOM papers on the Servicing Assessment project and watercourse ownership.

Signatories

Author:	Jared Oliver - Planning Manager
Authoriser:	David Ward - General Manager, 3 Waters and Transition

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This report decision 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"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
3 Waters Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Future Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

In addition to contributing to the Social Wellbeing, Environment, 3 Waters and Future Development Strategies the ISP Programme also contributes to:

- DCC’s Zero Carbon Policy and Plan – By planning to minimize emissions and contributing to carbon reductions targets.
- DCC’s Māori Strategic Framework – by acknowledging and upholding the rakatirataka (self-determination, right to exercise authority) of mana whenua and incorporating traditional knowledge, beliefs, values, practice and protocols.

Māori Impact Statement

Mana whenua are a part of the Programme Board for the ISP programme, providing governance as well as cultural and technical input via Aukaha but involving members of Te Rūnanga o Ōtākou and Kati Huirapa Runaka ki Puketeraki when they felt the need to input directly.

Two of the ten Guiding Principles developed in the programme are particularly relevant to mana whenua:

- Giving effect to Te Mana o te Wai - protecting the health of water protects the health and well-being of the wider environment and our communities.
- Alignment with Tikaka and Kawa - acknowledging and upholding the rakatirataka (self-determination, right to exercise authority) of mana whenua and incorporating traditional knowledge, beliefs, values, practice and protocols.

Sustainability

The ISP programme contributes positively to the interests of the community by identifying the future investment required to ensure that 3 Waters services meet current and adapt to future standards and levels of service for 3 Waters while achieving affordability obligations to customers.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

Investment requirements identified in the ISP programme will be included for consideration in the 9-Year Plan, Infrastructure Strategy and Local Water Done Well Water Service Delivery Plan.

SUMMARY OF CONSIDERATIONS

Financial considerations

The report does not seek any change to capital or operating budgets and provides updates only. Changes to capital or operating budgets resulting from the ISP core pathway will be considered in the 9-Year Plan, Infrastructure Strategy and Local Water Done Well Water Service Delivery Plan.

Significance

This noting report is considered of low significance under the Significance and Engagement Policy as no decisions are required to be made.

Engagement – external

External engagement has taken place with the following organisations:

- Otago Regional Council – a key regulator of our activities (e.g., water takes, wastewater and stormwater discharges)
- Taumata Arowai – the regulator for our water supply activities and potential future regulator for wastewater and stormwater activities.

The views of these stakeholders were used to inform the core pathway of investments required to reach the required future state. Neither of these stakeholders had views contrary to the core pathway.

Engagement - internal

Internal engagement has taken place with the following Council departments outside of 3 Waters:

- City Development – providing growth projections and expectations.
- Carbon Zero – inputting on how 3 Waters reaches Carbon Zero targets.
- South Dunedin Futures – to ensure alignment of programmes.

Engagement has occurred throughout the project from Stage 2 - Objective setting, to the final stage, Stage 4 – Strategy Selection / Adaptive Planning. None of these internal stakeholders have views contrary to the core pathway.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There is no conflict of interest.

Community Boards

There are no implications for Community Boards because this report is a noting report only.

PROPOSED PARKING CHANGES - HEARINGS COMMITTEE JULY 2024 RECOMMENDATIONS

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A - Minutes of Hearings Committee meeting), held on 10 July 2024 on proposed changes and corrections to parking restrictions.
- 2 The Hearings Committee (the Committee) recommends that all proposed changes and corrections to parking restrictions to the GIS database as presented in July 2024 be approved.
- 3 If approved by the Infrastructure Services Committee, the changes recommended by the Hearings Committee, will be included into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 4 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general minor parking changes which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i. parking time restriction changes to support local businesses in Hillside Road
 - ii. parking restrictions on Silverton Street to increase visibility for drivers at the nearby intersection with Cranston Street
 - iii. parking restrictions relating to Balmacewen School, Grants Braes School, Pine Hill School, and Liberton Christian School as part of the School Road Safety Improvements 2023/25 project.
 - b) corrections to the bylaw database to ensure it matches existing markings and signage.
- 5 Consultation has been undertaken separately for all the proposed changes discussed in this report.

RECOMMENDATIONS

- 6 That the Committee:
 - a) **Adopts** the proposed changes to parking and traffic restrictions shown in the July 2024 update of the Dunedin City Council's traffic and parking restrictions database [Webmap - General Parking Changes - July 2024](#)
 - b) **Notes** that Committee has considered feedback from consultation on the proposed changes to parking restrictions.
 - c) **Notes** that all parking restrictions previously approved by Council remain unchanged.

BACKGROUND

1 Traffic and parking controls

- 7 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.
- 8 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 9 Parking controls are made under the Traffic and Parking Bylaw 2010. The Hearings Committee has the delegation to consider changes to parking controls and to make recommendations to Council that can approve traffic restrictions and parking controls.

2 Context for proposed changes

- 10 Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to demonstrate support for the requested change.
- 11 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general changes – this section includes parking changes that arise from requests from the public and businesses to change parking restrictions, other general changes and safety and infrastructure changes.
 - b) corrections to parking restrictions.

DISCUSSION

3 General changes proposals

- 12 All proposed general parking changes are shown in [Webmap - General Parking Changes - July 2024](#) and are detailed in Attachment B - General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment B, to their specific location.
 - 13 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment C - General Parking Changes - Feedback Summary.
- #### *4 Parking changes to support businesses*
- 14 Several business requests were received for changes on Hillside Road:
 - a) 205 Hillside Road: It is proposed to change two 30-minute car parks to 5-minute car parks to increase the parking turnover in this area

- b) 345 Hillside Road: It is proposed to extend the parking time restrictions for two spaces from 30 minutes to 120 minutes, based on requests from local businesses that find the current 30-minute restriction unsuitable. The proposal also includes removing no-stopping lines on Wesley Street, which are no longer needed
 - c) As a result of a resource consent for a new business soon to open at 345 Hillside Road, it is proposed to replace one 30-minute car park with no stopping lines. This is proposed to provide trucks a safe and sufficient turning area when leaving the premises.
- 15 In response to requests from two businesses for short-term parking in areas frequently occupied by all-day commuters, the proposal is to change one unrestricted car park on Devon Street to a 30-minute time restriction, and one unrestricted car park on Cumberland Street to a 5-minute time restriction. This change aims to increase parking turnover.
- 5 *Parking restrictions on Silverton Street*
- 16 Approximately 9m of new no stopping lines are proposed to increase the visibility at the intersection of Silverton Street and Cranston Street after safety concerns were raised and supported by a transport engineering assessment.
- 6 *School Road Safety Improvements 2023/25*
- 17 This project focuses on supporting speed reduction around schools and follows the implementation of the Interim Speed Management Plan. The School Road Safety Improvements 2023/25 project comprises two separable portions of construction, with the first part already implemented and regulated in the previous financial year.
- 18 The regulatory changes presented relate to infrastructure changes that will improve safety around schools. The construction of these projects is underway, and the purpose of this report is to update the traffic and parking bylaw to make the new restrictions enforceable.
- 19 The improved safety zones relate to the following schools:
- a) Balmacewen School
 - b) Grants Braes School
 - c) Pine Hill School and Liberton Christian School
 - d) Shetland, Dale, Chapman Streets intersection roundabout (near Balmacewen School)
 - e) Wickcliffe Street and Church Street intersection roundabout (near Taieri College, Silverstream School and St. Mary's School)
- 20 Detail about the changes can be found in Attachment B - General Parking Changes and at the following link:
- a) [Dunedin City Council - Safer School Streets](#)
- 21 The initial consultation was undertaken in 2021 with the updated designs communicated to owners, residents, and other stakeholders in 2024. Specific feedback (additional to that provided in the reports online) is included in Attachment D.

7 Parking Counts

- 22 In total, it is proposed there will be a net loss of 1 restricted and 12 unrestricted spaces across the city, resulting in a total reduction of 13 car parks. Detail is provided in Table A – Parking Counts below. Most of the losses relate to school safety improvements.
- 23 Changes to restriction type only (no loss in parking) are also shown in the table below.
- 24 Table A details the parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted car parks	Unrestricted car parks	Restriction change only
GENERAL PARKING CHANGES			
General Changes	-1	-1	11
School Road Safety Improvements 2023/25	0	-11	0
TOTAL	-1	-12	11

9 Corrections to the bylaw database

- 25 Corrections of parking restrictions are detailed in Table B below. They do not change current parking restrictions but include corrections to the database that have been made to accurately reflect the actual parking restrictions.

TABLE B - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-44		
Number	Location	Detail
1	617 Castle Street	Update parking space to allow vehicle crossings to be unrestricted
2	1 Friendship Drive	Update bylaw layer to reflect bus stop
3	12 Mulford Street	Update bylaw layer to reflect redundant bus stop
4	7 Elder Street / 16 Pitt Street	Update bylaw layer to reflect no stopping lines
5	235-237 High Street	Update bylaw layer to reflect redundant resident park
6	68 Russell Street	Update bylaw layer to reflect redundant resident park
7	69 Rankeilor Street	Update bylaw layer to reflect redundant resident park
8	106 Musselburgh Rise	Update bylaw layer to reflect bookbus stop
9	14 Jubilee Street	Update bylaw layer to reflect no stopping lines
10	329 Hillside Road	Update bylaw layer to remove redundant no stopping lines on Wesley Street
11	Tunnel Beach Road	Update bylaw to reflect no stopping lines
12	St Andrew Street	Update bylaw layer to reflect motorcycle parks
13	18 Harrow Street	Update bylaw layer to reflect P30

OPTIONS

- 26 Two options are proposed. The recommended option (Option One) is to proceed with some or all of the proposed changes to the GIS database, and Option Two is maintaining the status quo.

Option One – Recommended Option - Proceed with all of the proposed changes to the GIS database

- 27 That the Committee approves the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - a) - enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways
 - b) - providing an improved and enforceable framework of parking restrictions
 - c) - providing appropriate length of parking stay according to the surrounding land uses
 - d) - increasing visibility at intersections.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two – Maintaining the Status Quo

28 Status Quo – do not change parking restrictions.

Advantages

- There are no advantages.

Disadvantages

- Does not improve efficiency and access to the transport network.
- Does not improve safety or reduce conflict points.
- Does not contribute to the Integrated Transport Strategy goals.

NEXT STEPS

11

29 If the Committee adopts the recommended changes to parking restrictions, these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Author:	Paula Barragan - Senior Transport Planner Sacha Hatton - Transport Regulation Co-ordinator Daniel Fitzpatrick - Graduate Engineer/Planner
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

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 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"/>
Economic Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Future Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

Improvements to traffic and parking restrictions supports a safe, efficient, and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

Sustainability

Parking control changes improve efficiency and access to the transport network, which contribute to sustainability goals.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

Costs for implementing the proposed changes are covered by existing budgets.

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners, and business owners adjacent to changes.

Engagement - internal

There has been engagement with Transport and Parks and Recreation

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

Conflict of Interest

There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

There are no implications for Community Boards as part of this report.

TRANSPORT ACTIVITY REPORT FOR THE PERIOD ENDING 30 JUNE 2024

Department: Transport

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an update on Transport activities for the period ending 30 June 2024.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Transport activity report for the period ending 30 June 2024.

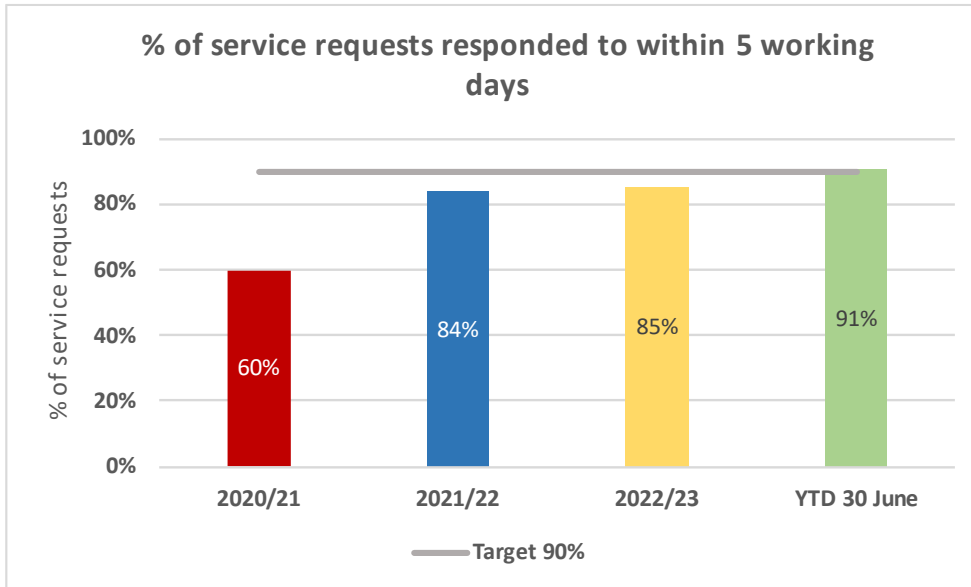
BACKGROUND

- 2 The Transport activity report covers planning, construction, maintenance, and upgrading of Dunedin's roads and footpaths.
- 3 The Transport activity includes:
 - Maintenance of Transport corridors (footpaths, roads, cycleways), streetlights and traffic signals.
 - Renewals of footpaths, roads, bridges, seawalls and traffic signals.
 - Road safety education.
 - Planning for major capital projects.
 - Regulation (not enforcement) of parking, and speed limits.
 - Asset Management of transport related assets.
 - Managing and obtaining co-funding from Waka Kotahi NZTA.

DISCUSSION

Customer service

- 4 The current Level of Service measure for responding to service requests within 5 days is 90%. Response times are currently sitting at 91%. This is an improvement on last year.

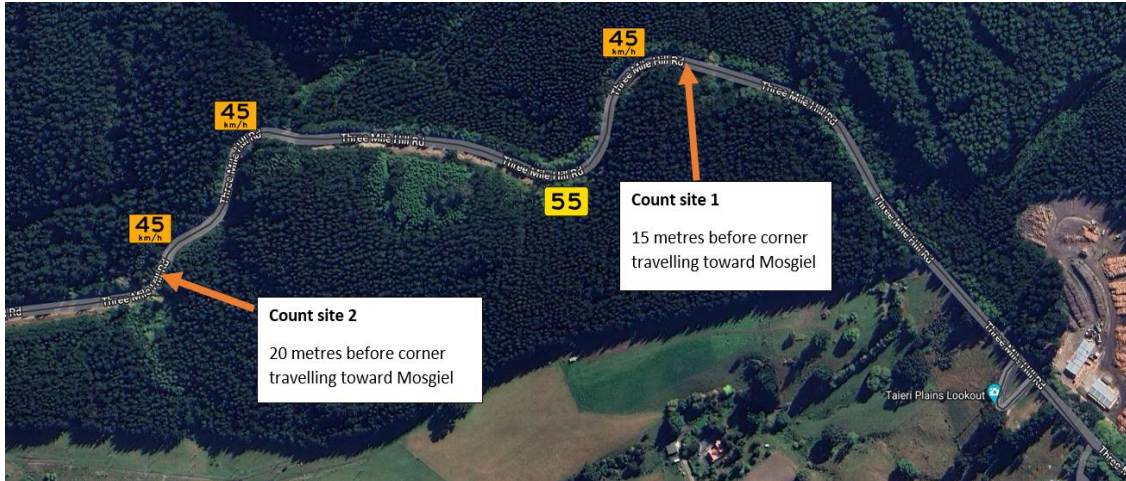


Kettle Park Protection Project

- 5 Work continues to protect the dunes of Kettle Park from erosion.
- 6 Approximately 500 metres of geo-bags are being placed at the foot of the dunes at Kettle Park to create a protective wall in front of the landfill.
- 7 Work commenced on site in April 2024, and is expected to be completed by the end of August 2024. The structure has been designed to meet the lowest beach levels surveyed following previous storm events.
- 8 Cost savings may be realised in this project due to the prevalence of north-easterly winds over recent months contributing to a large volume of sand accumulating along the beach. There has been no need to import sand to fill the geo-bags.
- 9 Maintenance of the geo-bags is ongoing as the Coastal Team regularly assess weather patterns and undertake inspections when required as a result of high-water levels during periods of elevated wave action and tides.
- 10 Public access is maintained during this period of work.

Three Mile Hill – Speed Counts

- 11 Speed count surveys are undertaken at specific locations across the network in response to concerns about the speeds vehicles are travelling in these areas. These areas can be characterised by having a high accident rate, where Police are concerned about driver behaviour, or where obtaining the average speed is useful data for forward planning.
- 12 A speed count was completed at Three Mile Hill this reporting period.
- 13 The illustration below indicates where the speed counts were taken on 3 Mile Hill.



14 The tables below illustrate the results including the speeds for vehicles travelling in both directions.

	Speed	Total Number Vehicles Counted	No. Vehicles over speed	% Vehicles over speed
Three Mile Hill Road - Count site 2	>60 km/h	31718	24	0.1%
	>55 km/h	31718	115	0.4%
	>50 km/h	31718	778	2.5%

	Speed	Total Number Vehicles Counted	No. Vehicles over speed	% Vehicles over speed
Three Mile Hill Road - Count site 1	>60 km/h	32075	2432	7.6%
	>55 km/h	32075	9184	28.6%
	>50 km/h	32075	20765	64.7%

15 2.5% of vehicles were travelling over 50km/h at Count site 2, and 64.7% of vehicles were travelling over 50km/h at Count site 1.

16 At Count site 1, 28.6% of vehicles were travelling over 55km/hr within a short distance entering or exiting a corner with an advisory speed of 45km/hr.

17 Results from speed surveys can be shared with the Police and are useful in determining where further advisory signs might be required to bring attention to drivers to slow down.

Renewals programme

18 250m of kerb and channel renewals on Wharf High Streets and 8,600m² of footpath renewals in Mornington and Green Island were completed this reporting period.

Shaping Future Dunedin Transport

- 19 Work continued during this period with Waka Kotahi NZTA on refinement of the SH88/St Andrew Street project which responds to the need to change how SH88/St Andrew Street functions given the location of the new Dunedin hospital.

Dunedin urban cycleways

- 20 Planning has started for the construction of the section of the Tunnels Trail between Gladstone and Chain Hills Tunnel. Discussions with landowners associated with the Tunnels Trail are continuing.

OPTIONS

- 21 As this is an update report there are no options.

NEXT STEPS

- 22 Staff are reviewing the upcoming renewals programmes. Included in this work is the identification of opportunities to improve network accessibility and safety.
- 23 Staff will continue to work with the Trust to deliver part of the Tunnels Trail in 2024/24.
- 24 Staff will continue preparing procurement documents as part of the on-road Licence Plate Recognition and parking wayfinding projects.
- 25 Staff will continue to maintain Kettle Park geobags, assessing weather patterns and undertaking inspections as required.

Signatories

Author:	Ashleigh Jarvis - Business Performance Co-ordinator Simon Smith - Asset and Funding Manager
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This report promotes the social, economic and environmental wellbeing 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"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

The Transport activity supports the outcomes of a number of strategies.

Māori Impact Statement

Mana whenua will continue to be involved in various Transport projects.

Sustainability

The Transport activity is included in the 9 Year Plan.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This is considered low in terms of the Significance and Engagement Policy.

Financial considerations

The updates reported are within existing operating and capital budgets.

Significance

The report is considered low in terms of the Significance and Engagement Policy.

Engagement – external

As this is an update report no external engagement has been undertaken.

Engagement - internal

As this is an update report, no internal engagement has been undertaken.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Any specific issues are discussed with the appropriate Community Board.

WASTE AND ENVIRONMENTAL SOLUTIONS ACTIVITY REPORT FOR THE PERIOD ENDING 30 JUNE 2024

Department: Waste and Environmental Solutions

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an update on Waste and Environmental Solutions activities for the period ending 30 June 2024.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Waste and Environmental Solutions activity report for the period ending 30 June 2024.

BACKGROUND

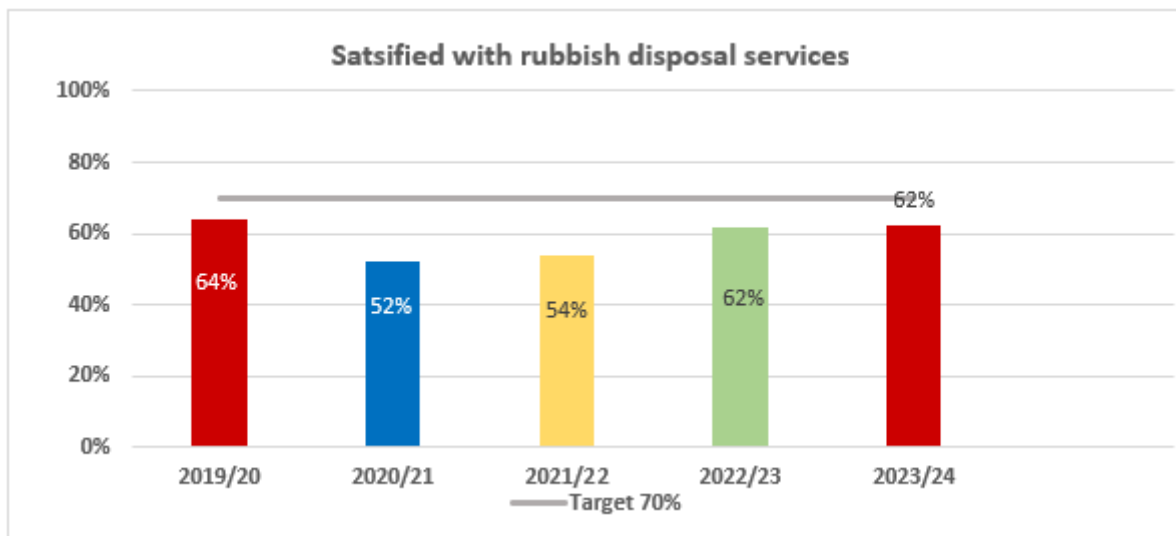
- 2 The Waste and Environmental Solutions activity provides for effective refuse and recyclables collection, resource recovery, and refuse disposal in a way that protects public health and minimises impact on the environment.
- 3 The Waste and Environmental Solutions activity includes:
 - Planning and policy functions in line with Part Four of the Waste Minimisation Act 2008: “Responsibilities of territorial authorities in relation to waste management and minimisation”
 - Administration of Waste Minimisation Grants: Small Project Grants, Community Project/Initiative Grant, and Waste Minimisation Innovation and Development (Commercial) Grant
 - Kerbside collection of waste and recycling for most urban and city residents and small businesses
 - Disposal Facilities (landfill and transfer station) for waste and a Resource Recovery Park (recycling and reuse store) are provided at Council’s Green Island site. The Waikouaiti site has both a transfer station for waste disposal and recycling facilities. Middlemarch has a transfer station and a community hosted recycling drop-off centre. Waste collected at the community transfer stations is then transferred to Green Island Landfill for disposal. Recycling is sent to the Material Recovery Centre for sorting and transportation to recycling markets.

- Public place recycling infrastructure and servicing is provided on the streets in the CBD and Tertiary Precinct, and several satellite locations in the district.
- Monitoring the state of the Council’s one proposed, one active, and five closed landfills in accordance with the conditions of consents.
- Monitoring the usage, capacity, and condition of public place waste and recycling infrastructure, CAA cardboard collection services, and kerbside collection services.
- Education programmes promoting “rethinking, reducing, reusing, and recycling” practices.
- Education, auditing, and enforcement activities aimed at increasing the quality or quantity of recovered materials.

DISCUSSION

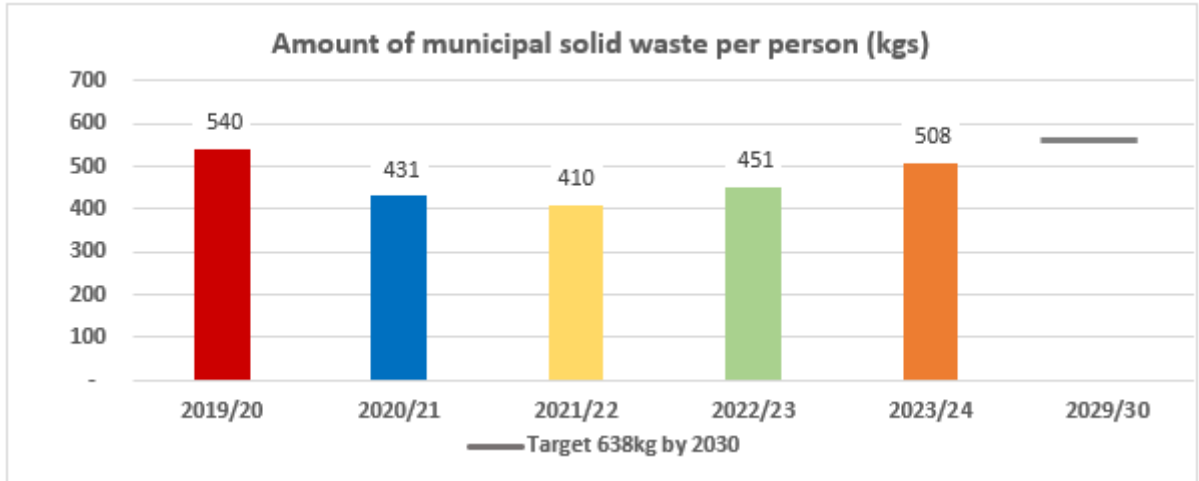
4 Level of Service – Refuse collection and kerbside recycling meet customer expectations.

The Residents Opinion Survey result for rubbish disposal services in the 2023/24 year was 62.1%, which is similar to the result for 2022/23. Additional kerbside services for food and garden waste, plus replacement of black plastic rubbish bags with kerbside bins, were introduced on 1 July 2024. It is expected that once there has been a settling in period of the new system, resident satisfaction will improve.

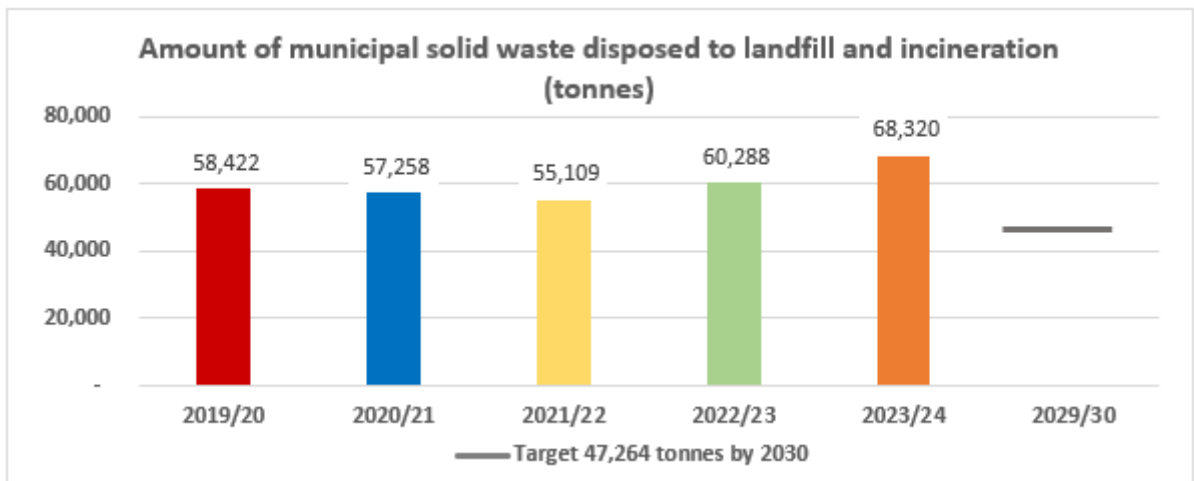


5 Level of Service – Waste minimisation targets are met.

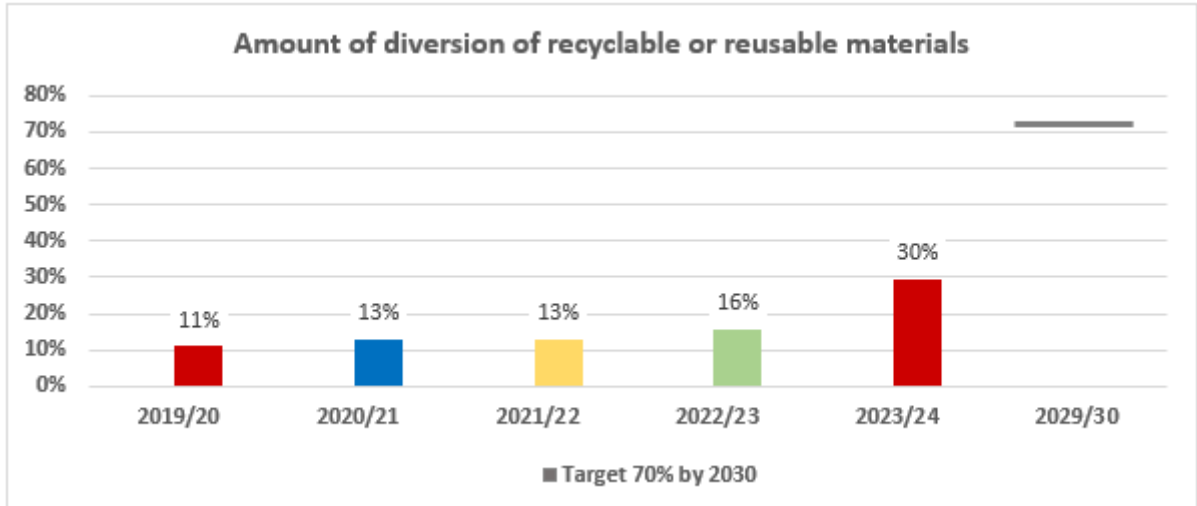
- a) The waste minimisation target for municipal solid waste (being a maximum of 638kg / per annum by 2030) has been consistently achieved since 2019. The average for the 23/24 year per person was 508kg.



- b) The waste minimisation target for municipal solid waste disposed to landfill and incineration is not being met. The introduction of new kerbside services for both food and garden waste on 1 July 2024, plus the future establishment of a Construction and Demolition sorting facility at the Green Island Resource Recovery Park, is expected to significantly reduce the solid waste disposed to landfill.



- c) The waste minimisation target for diversion of recyclable or reusable materials is not being met. The introduction of new kerbside services for both food and garden waste, plus the future establishment of a Construction and Demolition sorting facility at the Green Island Resource Recovery Park, is expected to significantly increase the diversion of recyclable or reusable materials.

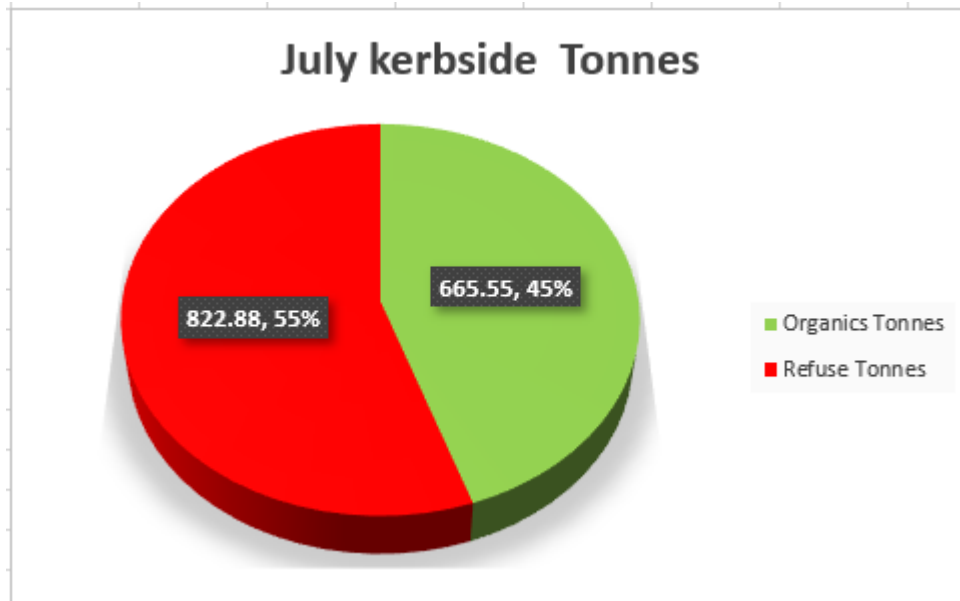


- d) The amount of diverted material has increased from 16% in 2023 to 30% in 2024; however, this comparison is not reliable as Waste and Environmental Solutions recently implemented changes to how data is reported to the Ministry for the Environment under the 'Waste Minimisation (Information Requirements) Amendment Regulations 2023', including changes for volume-to-weight conversion factors, and the categories for types of waste or diverted materials.

6 Other areas of work:

- a) **Review of Waste Management and Minimisation Plan (WMMP)** - The first draft of the amended WMMP has been completed.
- b) A Councillor workshop was held on the 21st of June 2024 that sought feedback on the draft Plan. Further workshops are planned which will include our mana whenua partners.
- c) The draft WMMP 2025 will be consulted on as part of the 9 Year Plan.
- d) The draft Plan is expected to be presented to Council on the 24th of September to be approved for public consultation. This will be followed by a Special Consultative Procedure and hearings process, with the final draft being presented for adoption in mid-2025.
- e) **Review of Litter Compliance Policy** - The Litter Compliance Policy (2021) has been reviewed. The new Policy was approved by ISCOM for public notification on 30 July 2024. It will be publicly notified on 10th August 2024, and presented to Council in September for adoption.
- f) **Waste Minimisation Grants** - The March 2024 Waste Minimisation Community Grants closed for applications on 28 March 2024. The grant received seven applications. The total requested amount was \$34,353.38. The outcomes of this funding round were decided in the May 2024 Grants Sub-Committee Meeting. Five applicants received a share of \$24,164.00. The remaining two applications were declined (refer to Attachment A).
- g) The Waste Minimisation Small Project Grant applications received one application. The total requested amount was \$315.00. These small grant applications were approved by the Grants Sub-Committee Chair and noted by the Grants Subcommittee at the November 2023 meeting (refer Attachment A).

- h) Further to Waste Minimisation contestable grants, the waste levy also annually provides grants or funds approved under financial delegation to proven programmes for non-contested Community Service Agreements (at Attachment A).
- i) **Waste Futures Project** – Council resolved to adopt a new kerbside collection service for inclusion in the 2021-31 10-Year Plan on 31 May 2021. Council also allocated funding for the development of a Resource Recovery Park (RRP) consisting of new waste diversion and transfer facilities, to be constructed at the Green Island Landfill site.
- j) New kerbside services were introduced on 1 July 2024. This also included a comprehensive communications campaign and improvements to the customer services website and smart-phone application. Staff are also working through the concept design, detailed design, consenting, and procurement required for the Resource Recovery Park.
- k) Construction of the organic waste receival building began in October 2023 in advance of the rest of the RRPP and was completed on 17 June 2024. Food and garden waste collected under the new kerbside collection system, and any green waste dropped off by the public at Green Island, will be consolidated and shredded within the enclosed organics building and then loaded onto trucks to be transported for composting off-site at the Enviro NZ plant in Timaru.
- l) A new composting operation for food and garden waste will be established at Green Island as part of the wider Resource Recovery Park (RRP) development during 2024/25 – 2025/26. Once the PRP is operational, both organic waste and mixed recycling collections will be processed at the Green Island facilities and the transport of material to Timaru will cease.
- m) The consents required for the RRP facilities were notified to affected parties by the Otago Regional Council on 5 August 2024.
- n) During the first month of the new kerbside collection services over 665 tonnes of food and green waste was collected in the green-lidded bins. This made up 45% of the total waste collected for the month of July, with the remaining 55% (822 tonnes) collected in the red-lidded waste bins. The number of households using the new food and garden waste collection service every week during the first month was approximately 50%, and further education campaigns are planned. Contamination in the green-lidded bins has been very low at <1%.
- o) Over the June and July months, the new kerbside collections smartphone app was downloaded 18,333 times by new users and by those updating the previous version of the app. The number of active users increased from 4784 in May to 15,439 by the end of July.



- p) **Smooth Hill Landfill** - Council consulted on funding for the development of Smooth Hill as part of the 2021 – 2031 10-Year Plan. Construction was initially scheduled to start in the 2024-25 year and be completed in 2027; however, the conditions of consent for Smooth Hill require at least three years of baseline environmental monitoring prior to commencement of construction. Because of this requirement, construction on the new landfill is expected to start in the 2026-27 year, with projected completion in 2029. The baseline environmental monitoring is currently underway.
- q) **Green Island Landfill and Transfer Station Management** – The consents for Green Island Landfill were due to expire in October 2023; however, Smooth Hill Landfill will not be ready to accept waste until 2029 (contingent on completion of baseline monitoring, detailed design, management plans, and construction).
- r) Staff have evaluated several alternative options to ensure the City’s waste disposal demands can be met. This has led to the selection of an option which continues the filling of the southwestern area of Green Island landfill within the existing 38ha footprint and perimeter bund (subject to resource consent). The selected option is expected to extend the projected life of the landfill to between 2029 – 2031.

OPTIONS

- 7 As this is an update report there are no options.

NEXT STEPS

- 8 Staff will continue the baseline environmental monitoring as required by the Smooth Hill resource consents, alongside continued engagement with the local community via the Smooth Hill Community Liaison Group and the Independent Peer Review Panel.
- 9 Staff will continue the resource consent process for the Green Island landfill and Resource Recovery Park, alongside the procurement process for development of the new facilities.
- 10 Staff will continue developing an amended Waste Minimisation and Management Plan in preparation for the next Councillor workshop.

Signatories

Author:	Chris Henderson - Group Manager Waste and Environmental Solutions
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	Waste Minimisation Grants Overview Summary	87

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the 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"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Future Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

The Waste and Environmental Solutions activity supports the outcomes of a number of strategies.

Māori Impact Statement

Mana whenua will continue to partner with DCC in key Waste Futures projects.

Sustainability

The Waste and Environmental Solutions activity contributes positively to the environmental interests of the community through refuse and recycling collection at the kerbside and public places, educating and promoting environmentally sustainable behaviour and managing landfill and transfer station facilities.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The Waste and Environmental Solutions activity is included in the Long-Term Plan.

Financial considerations

The updates reported are within existing operating and capital budgets.

Significance

This report is considered low in terms of the Significance and Engagement Policy.

Engagement – external

As this is an update report no external engagement has been undertaken.

SUMMARY OF CONSIDERATIONS

Engagement - internal

As this is an update report no internal engagement has been undertaken.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Any specific issues are discussed with the appropriate Community Board.

ITEMS FOR CONSIDERATION BY THE CHAIR

Any items for consideration by the Chair.

Attachments

There are no attachments for this report.