



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Infrastructure and Growth Committee
to be held in the Council Chamber, First Floor,
Civic Theatre, 88 Tay Street, Invercargill on
Tuesday 1 September 2026 at 2.00 pm**

Cr A H Crackett (Chair)
Mayor T Campbell
Cr R I D Bond
Cr P M Boyle
Cr A L de Vries
Cr D J Ludlow
Cr M Lush
Cr I R Pottinger
Matua M Bain

MICHAEL DAY
CHIEF EXECUTIVE

Infrastructure and Growth Committee - Public

01 September 2026 02:00 PM

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

Moved , seconded that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a) Minutes of the Public Excluded Session of the Waste Advisory Group Meeting Held on 8 June 2026
- b) Minutes of the Public Excluded Session of the Infrastructure and Growth Committee Meeting Held on 4 August 2026

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
a) Minutes of the Public Excluded Session of the Waste Advisory Group Meeting Held on 8 June 2026	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
b) Minutes of the Public Excluded Session of the Infrastructure and Growth Committee Meeting Held on 4 August 2026	Section 7(2)(a) Protect the privacy of natural persons, including that of deceased natural persons Section 7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7



**MINUTES OF WASTE ADVISORY GROUP, HELD IN THE TÔTARA MEETING ROOM,
ICL, LEVEL 1, 39 ESK STREET, INVERCARGILL ON MONDAY 8 JUNE 2026 AT 9.00 AM**

Present:

Cr C Menzies – Southland District Council (Chair)
Cr A H Crackett – Invercargill City Council
Cr A L de Vries – Invercargill City Council
Mayor B Bell – Gore District Council
Cr N Phillips – Gore District Council
Mayor R Scott – Southland District Council

In Attendance:

Mrs F Walker – WasteNet Director
Mr P Mooney – WasteNet Director
Mr J Shaw – Invercargill City Council
Mr J Domigan – Gore District Council
Mr C Sinclair – Gore District Council
Ms F Mikulicic – Southland District Council
Mr K Johnson – Southland District Council
Mr R Hutton – Invercargill City Council, Manager – Information Systems
Mr G O'Connor – Invercargill City Council, Consultant
Mr A Eng – Invercargill City Council, Team Leader - Communications
Ms M Broad – Invercargill City Council, Executive Support

1. Apologies

Mayor Ben Bell and Cr Alex Crackett for lateness.

Moved Mayor Scott, seconded Cr de Vries and **RESOLVED** that the apologies be accepted.

2. Declaration of Interest

Nil.

**3. Minutes of the Waste Advisory Group Meeting Held on 13 April 2026
(A6405734)**

A correction was requested to page 7, request of costs of diverted contaminated waste should be provided alongside tonnage not instead of.

Moved Cr de Vries, seconded Mayor Scott and **RESOLVED** that the minutes of the Waste Advisory Group meeting held on 13 April 2026 be confirmed.

Cr Menzies noted previous recommendation on delegations requested that at the next meeting an update was provided by staff on the status of the matter.

4. WasteNet Strategic Plan Execution and Activity Update

(A6466885, A6466866)

Ms Fiona Walker spoke to the report. Noted progress with recruitment following appointment of Mr Mooney as Director, other WasteNet roles had been put out to market. The organics community programme had progressed well and was outlined further in the Community and Education paper later in the agenda.

Procurement was labelled as overdue. This significant item was addressed later in the agenda. Legislation reforms and update still labelled as on hold in Table 1, noted request had been put through to MfE for further information. It was noted delays were indicated by the Minister at the WasteMINZ conference due to the number of policies before Government, acknowledging no order for policies was given, concern that waste legislation may not be addressed this term.

WasteNet positions and recruitment outlined, the Community Engagement role closed and four interviews would be held this week. The Project Management role would close on Friday and Contract Management was likely to be advertised this week via Decipher Group.

Note: Cr Crackett joined the meeting at 9.08 am.

Moved Mayor Scott, seconded Cr de Vries and **RESOLVED** that the Waste Advisory Group:

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

5. WasteNet Education and Engagement Activity Update

(A6468968)

Ms Fiona Walker spoke to the report. Noted progress over the reporting term, including education in partnership with EnviroSchools which had been delivered to a number of students while the WasteNet Engagement role was vacant.

In response to a query on measuring longitudinal outcomes of the programme, and how this was carried through to see return on investment and creating change, it was indicated this was in mind when the yearly programme was developed. Each school undertook a waste audit separating out types, weighing waste and recording, some schools were undertaking this mid-year to adjust their programme if required. Noted that this information could be looked at in 5 years time to see improvements. It was noted not many Invercargill schools involved and wanting to ensure that habits and behaviours could be changed over time, it was indicated a steer on which specific schools were involved in the WasteNet programme was taken from EnviroSchools, with consideration of staff and resources available to support the programme.

It was indicated KPIs for the WasteNet Engagement Officer had been discussed and were looking to work with Council representatives to develop these to ensure meeting expectations of engagement with the community.

In response to a query on focussing engagement on industry and commercial businesses to increase gains in waste reduction, it was noted workshops with individual councils would be to look at areas of focus such as this, acknowledging current commitment to education and engagement programme as well as available budget.

In response to whether fridge magnets would be advanced under general media, staff confirmed this had not yet been initiated projects and recommendation that this item would be held until contracts and services were clarified.

Social / digital media noted in programme. Social media posts by Kate Meads noted and queried whether it was possible to share those posts or if that was the style being considered. It was clarified external resourcing had been budgeted for however not yet engaged so what was proposed for coming financial year could be adjusted. Current proposal was more general, what happens with waste rather than short educational items as done by Ms Meads but could be reviewed.

Moved Cr Phillips, seconded Cr de Vries and **RESOLVED** that the Waste Advisory Group:

1. Receives and notes the report WasteNet Education and Engagement Activity Update".

6. WasteNet Bi-Monthly Financial Update FY2025-26 (A6466800)

Ms Fiona Walker spoke to the report, highlighted deficit for the year to date which was forecast, although lower than anticipated. Position driven by staff vacancies and income associated with closed landfills. Further details within the report had been provided following feedback from the previous meeting.

It was confirmed the incident line was related to the incident in Te Anau. In response to query on lack on commentary for admin line items to compare year to year, it was noted a further breakdown would be required and would be brought back for clarification to the WAG.

Difference in grant expenses queried, clarified amount was increased for 2026 from \$50,000 to \$100,000. It was queried why on page 24 the incident response amount and amount in the commentary were different, staff confirmed these were to be the same and it would be clarified which was correct and brought back to the WAG.

Moved Cr Crackett, seconded Mayor Scott and **RESOLVED** that the Waste Advisory Group:

1. Receives the report "WasteNet Bi-Monthly Financial Update FY2025/26".

7. Approval of WasteNet FY2026/27 Strategic Plan and WasteNet FY2026/27 Education and Engagement Plan

(A6468322, A6468342, A6468509)

Ms Fiona Walker spoke to the report. Mirrors the drafts presented in April and ties in with later budget item. Highlighted FY2026/27 Strategic Plan focussed on core functions, deliverables and recognising contract renewals would take a large amount of resources.

Acknowledged difficulty of moving some items forward even with resourcing in place and effect of external influences such as MfE requirements.

Discussion on the Bylaw, including provisions for fly-tipping response, noted currently only held by Gore District Council. Noted there would be the opportunity to standardise across the region. This was on hold pending legislation reform/direction. Gore staff noted the Bylaw was currently not widely used but value in having a Bylaw that worked across the councils in future. Noted had not been used in prosecution to date, constrained by lack of evidence to prove who had dumped the rubbish, a name on items was not sufficient. Noted the new Act was intended to make it easier to go through a prosecution. Fly-tipping data was collated from each council roading team, it had not been within WasteNet scope previously.

In response to a query on refreshing the governance framework and how discussion on amalgamation may influence that, it was noted decision to proceed with first phase of administrative updates given based on known deficiencies. Noted framework of delegations and information on possible amalgamation coming through which may inform subsequent workstreams on this matter.

Discussion on motions, acknowledged that the Education and Engagement Plan was very school focussed and raised whether there was value at including resources for industry / commercial waste reduction engagement. Suggested this could be included under business education engagement activities which currently only had op shops and agriwaste. Suggested investing more in that stream. Table on page 28 noted and suggestion to include a row to explore further opportunities for reduction across industry and commercial, explores all opportunities for waste minimisation options. Staff confirmed this could be addressed via existing resourcing, without a need to modify the draft budget.

Discussion on data that was being collected and reported back, whether this needed to be included in the Plan and whether the data being collected was sufficient. It was indicated EnviroSchools was about changing behaviours and assisting students to continue to take those behaviours home and making change in that way, acknowledging the difficulty of putting either a financial figure on this or measuring outcomes. Figures on the number of schools and individuals participating in the programme could be provided however difficult to measure behaviour change. Noted measures taken at the start of the programme and these could be undertaken in 5 years time and look at whether schools were fitting the programme into the curriculum, acknowledged not just looking for change but looking to do things right.

Moved Mayor Scott, seconded Cr Crackett and **RESOLVED** that the Waste Advisory Group:

1. Receives the report "Approval of WasteNet FY2026/27 Strategic Plan and WasteNet FY2026/27 Education and Engagement Plan".
2. Confirm any amendments required to the draft WasteNet FY2026/27 Strategic Plan.
3. Confirm any amendments required to the draft WasteNet FY2026/27 Education and Engagement Plan. *Noted row to be added to table on page 28, explores opportunities for commercial and industrial waste minimisation options.*
4. Approve implementation of the WasteNet FY2026/27 Strategic Plan and the WasteNet FY2026/27 Education and Engagement Plan.

8. Proposed WasteNet FY2026/27 Key Performance Indicators

(A6473928)

Ms Fiona Walker spoke to the report. Noted existing KPIs based on the current WMMP and rationale of reviewing those metrics. Acknowledged discussion at the WAG meeting in April and report presented proposed KPI alternatives; rationale provided for the proposed KPIs including a focus on WasteNet's core function and deliverables.

Clerical correction for Kerbside Waste Collection Services Performance KPI, missed pickup rate average of not more than 50 missed collections.

In response to who it was intended that would be the audience and understand the KPIs, it was indicated these were for both the public and governance. Concern noted relating to complexity of the recycling KPI and suggested rewording of 85% aim of successful recycling. Discussion on wording and unintended consequences, agreement that footnote for calculation could be included.

Acknowledged looking to have KPIs that WasteNet could influence rather than external influences, as was the current situation. Query why metric on diversion from landfill was not retained as a proposed KPI. Value in tracking materials discarded and diversion rate as well as recycling contamination and recycling tonnage. Query if needed to be a KPI, acknowledged that recording weight per person would continue regardless, this had not changed over time. It was noted having KPIs that were achievable, 15% contamination rate was a good standard to achieve. Indication that did not want to lose landfill per capita figure and looking at what could be done to reduce this and what strategy could be done to do this, noting the intent of WasteNet was to drive waste minimisation.

Acknowledged these KPIs were for FY2026/27 only and that once WMMP hearings were complete and Long-term Plan process complete, could then reassess KPIs for 2027/28 onwards.

Moved Cr Phillips, seconded Cr De Vries and **RESOLVED** that the Waste Advisory Group:

1. Receives the report "Proposed WasteNet FY2026/27 Key Performance Indicators".

2. Confirm any amendments required to the proposed WasteNet FY2026/27 Key Performance Indicators.
3. Approve implementation of the updated WasteNet Key Performance Indicators for the 2026/27 Financial Year.

9. Public Excluded Session

Moved Mayor Scott, seconded Cr de Vries and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a) Minutes of the Public Excluded Session of the Waste Advisory Group Meeting Held on 13 April 2026
- b) WasteNet Website Services
- c) WasteNet Proposed FY2026/27 Budget for Approval
- d) WasteNet Risk Update
- e) WasteNet Health and Safety and Risk Update
- f) Waste Service Contracts Procurement Update

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

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a) Minutes of the Public Excluded Session of the Waste Advisory Group Meeting Held on 13 April 2026	Section 7(2)(a) protect the privacy of natural persons, including that of deceased natural persons. Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

b) WasteNet Services	Website	Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
c) WasteNet Proposed FY2026/27 Budget for Approval		Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section
d) WasteNet Risk Update		Section 7(2)(a) protect the privacy of natural persons, including that of deceased natural persons. Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section
e) WasteNet Health and Safety and Risk Update		Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section

- f) Waste Service
Contracts
Procurement Update

Section 7(2)(b)(ii)

Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information

Section 48(1)(a)

That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section

There being no further business, the meeting finished at 10.00 am.

**MINUTES OF INFRASTRUCTURE AND GROWTH COMMITTEE, HELD IN THE COUNCIL
CHAMBERS, FIRST FLOOR, CIVIC THEATRE, 88 TAY STREET, INVERCARGILL ON TUESDAY 4
AUGUST 2026 AT 2.00 PM**

Present: Cr A H Crackett (Chair)
Cr R I D Bond
Cr P M Boyle
Cr D J Ludlow
Cr M Lush
Cr I R Pottinger
Matua M Bain – Pou Manawhenua – Waihōpai Rūnaka

In Attendance: Mrs P Christie – Group Manager – Finance and Assurance
Mrs T Hurst – Group Manager – Community Engagement and Corporate Services
Mr J Shaw – Group Manager - Consenting and Environment
Ms P Burke – Team Leader – Governance and Executive Support
Ms R Suter – Manager – Strategy and Policy
Ms Chami Abeysinghe – Chief Executive – Great South
Mr Jongwook Kim – Strategic Projects Engineer – Great South
Ms Demi Laurence – Sustainable Development Advisor – Great South
Ms C Rain – Manager – Parks and Recreation
Ms H Guise – Property Portfolio Manager
Mr C Bowen – Manager – Strategic Asset Planning
Ms A McDowell – Corporate Planner
Ms L Knight – Manager – Communications and Marketing
Ms M Broad – Executive Support

1. Apologies

Cr A L de Vries, Mayor Campbell, Cr Dermody, Mr Day

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

2. Declaration of Interest

Nil

3. Public Forum

Nil.

**4. Minutes of the Infrastructure and Growth Committee Meeting held on
Tuesday 7 July 2026**

A6521547

Moved Cr Crackett, seconded Cr Boyle and **RESOLVED** that the Minutes of the Infrastructure and Growth Committee meeting held on Tuesday 7 July 2026 be confirmed.

5. Minutes of the Great South Joint Shareholders Meeting held on Friday 17 July 2026

A6540174

Moved Cr Crackett, seconded Cr Boyle and **RESOLVED** that the Minutes of the Great South Joint Shareholders meeting held on Friday 17 July 2026 be received.

6. Roothing, Public Transport and Waste Management and Minimisation – Activity Planning Direction

A6545492

Ms McDowell noted the 9 July planning workshop which provided basis for the report, areas of interest to council, changes that require addressing and budget changes. Report speaks to operational issues and priorities that were identified and ways to address these.

Noted based on the Committee's direction today managers would progress activity management plans which would go to Council in November. There would be the opportunity to revisit budgets and refine once the activity planning phase was complete. Took report as read and opened for questions.

Chair noted resolutions and suggested to review separately.

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

1. Receives the report "Roothing, Public Transport and Waste Management and Minimisation – Activity Planning Direction".
2. Notes the background appended information on planning for the Roothing, Public Transport and Waste Management Activities, including proposed changes to operational expenditure.

Support expressed for framework for decision making rather than ad hoc in an evolving area and value of developing a strategy. Noted previous meeting and discussion on having an overall public transit or transport strategy, commitment from officer made to have a report in November. Mr Bowen indicated the report was being prepared and likely to come to the September meeting to expediate the process.

In response to a query on expected operational pressures Mr Bowen indicated it was difficult to answer that until development of the strategy. The report being prepared addressed operational budget pressures that could arise, noted the NZTA subsidies and LTP Process.

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

3. **Agrees** the development of an overarching Transit Strategy to inform the Roading and Public Transport Activities, to be funded from existing operational budget in 2026/2027.

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

4. Notes that funding is available via WasteNet for a Regional Resource Recovery Park feasibility study to be conducted in 2027/2028.
5. Notes the pause in the review of the Invercargill District Solid Waste Management Bylaw.

Recommend to Council:

6. Consideration of the following items as part of the activity planning budgeting process:

Discussion on 6a. In response to whether these amounts were over and above budget confirmed and following decision would go to Council to go into LTP.

The figure for Roading noted costs to cover vandalism and possible increase in parking fees causing complaints, however need to have equipment maintained. Confirmation given that there had been an increase in vandalism.

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

- a. Roading Activity - Parking vandalism repairs and maintenance – additional \$25,000 operational expenditure per annum.

Noted b and c around consent compliance, in response to a request on why these were required Mr Bowen noted for composting additional testing required to meet Environment Southland consent requirements and also for investigation into other ways of managing green waste.

6c much of the budget was previously covered under the 3 Waters budgets. Due to separation of 3 Waters that budget those funds would not be available. For budget transparency requesting a full cost recovery for this activity. Clarification given that the request was not for funds to be moved from the drainage budget as they were expected to be fully allocated, the request was for an additional budget. In response to whether the amount would be an ongoing requirement it was indicated it was for annual testing which was undertaken frequently as part of consent requirements.

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

- b. Waste Management Activity - Greenwaste composting consent compliance – additional \$50,000 per year.

- c. Waste Management Activity - Monitoring and management of closed landfills – extra \$200,000 per year.

Extension of kerbside waste. Noted result of urban sprawl, moving for semi-rural lifestyle and increase in population in those areas, still wanting rubbish collection. Consultation chance to review costs involved, did not mean it would happen.

In response to a query if Council were to agree to a service extension how this would affect the procurement of a waste and recyclables collection it was indicated the procurement could be structured so there was a mechanism that service could be extended and calculated. Acknowledged small number currently for consultation.

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

- d. To consult on extension of kerbside waste extension of service for areas identified as feasible in the forthcoming feasibility study to the Infrastructure and Growth Committee.

7. Southland Regional Greenhouse Gas Emissions and Land use Report

A6553866

Ms Abeysinghe apologised for Mr Canny's absence and introduced Mr Kim and Ms Laurence to the meeting. Took reports as read and opened for questions acknowledging if unable to answer would take queries to Mr Canny for response.

Noted Southland had done well monitoring emissions. Greenhouse gas emissions have lowered since the baseline taken from 2018, and on the way to reaching proportion of the national target. One of the few regions undertaking the study and supporting exporters with carbon related disclosures.

It was noted with the Government changed zero emission for electricity for Tiwai and acknowledged that figures were for Southland as a whole and a collective effort to lower emissions, not just an individual organisation. Would continue as a KPI to monitor emissions unless it was identified that this was not required.

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

1. Receives the report "Southland Regional Greenhouse Gas Emissions and Land Use Report."
2. Notes the report Southland Regional Greenhouse Gas Emissions Inventory for 2024 Summary Report.

8. Public Excluded Session

Moved Cr Lush, seconded Matua Bain and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a. Minutes of the Public Excluded Session of the Infrastructure and Growth Committee Meeting Held on 7 July 2026
- b. Minutes of the Public Excluded Session of the Great South Joint Shareholders Meeting Held on 17 July 2026
- c. Regional Cropping Opportunities for Southland
- d. Southland Region Opportunities to Convert Forestry Waste Report
- e. Freeholding and Potential Disposal of Land – 63 Park Street, Invercargill

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b. Minutes of the Public Excluded Session of the Great South Joint Shareholders Meeting Held on 17 July 2026	Section 7(2)(b) (ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information Section 7(2)(d) Avoid prejudice to measures protecting the	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

health or safety of members of the public

Section 7(2)(i)

Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

- c. Regional Cropping Opportunities for Southland

Section 7(2)(b) (i)

Protect information where the making available of the information would disclose a trade secret

Section 48(1)(a)

That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

- d. Southland Region Opportunities to Convert Forestry Waste Report

Section 7(2)(b) (i)

Protect information where the making available of the information would disclose a trade secret

Section 48(1)(a)

That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

- e. Freeholding and Potential Disposal of Land – 63 Park Street, Invercargill

Section 7(2)(i)

Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

Section 48(1)(a)

That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

There being no further business, the meeting finished at 3.55 pm.

TEMPORARY ROAD CLOSURES – BURT MUNRO CHALLENGE 2027

To: Infrastructure and Growth Committee

Meeting Date: Tuesday 1 September 2026

From: Chris Bowen – Manager – Strategic Asset Planning

Approved: Jonathan Shaw – Acting Group Manager - Infrastructure

Approved Date: Wednesday 26 August 2026

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

Council has received a request for temporary road closures for the Burt Munro Challenge 2027, to be held on Wednesday, 10 February and Thursday, 11 February 2027 (Bluff Hill Climb), and Friday 12 February 2027 (Oreti Beach Races).

This is a regular annual event for Invercargill City to host, and with well organised traffic management, will not unreasonably impede traffic in these areas.

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

Recommendations

That the Infrastructure and Growth Committee:

1. Receives the report "Temporary Road Closures – Burt Munro Challenge 2027".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closures for:
 - a. Bluff Hill Climb - Mason Street, Lagan Street, Flagstaff Road, Budd Street, Pearce Street, Theodore Street and Slaney Street, Bluff. Flagstaff Road only closed from 12:00 pm Wednesday 10 February 2027. The remaining streets along with Flagstaff Road will close Thursday 11 February 2027 from 7.00 am until 8.00 pm,

- b. Beach Race - Oki Street, Dunns Road, and Oreti Beach (from the Dunns Road entrance to 2km north of Dunns Road entrance), Friday 12 February 2027 from 7.00 am until 4.00 pm,

as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

Council has received a request from the Burt Munro Challenge Committee for the following road closures:

- Bluff Hill Climb - Mason Street, Lagan Street, Flagstaff Road, Budd Street, Pearce Street, Theodore Street and Slaney Street, Bluff. Flagstaff Road only closed from 12:00 pm Wednesday 10 February 2027. The remaining streets along with Flagstaff Road will close Thursday 11 February 2027 from 7.00 am until 8.00 pm.
- Beach Race - Oki Street, Dunns Road, and Oreti Beach (from the Dunns Road entrance to 2km north of Dunns Road entrance), Friday 12 February 2027 from 7.00 am until 4.00 pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and NZTA New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minimal impact on general traffic movement outside of the closure area.

Good traffic management will be provided. With the location of these events, there are no options of alternative routes available.

A request for support was made to the NZ Police and NZTA. Support from both for these events has been received with no objections raised.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. The affected Bluff Streets and area of Sandy Point are the same streets as per previous years this event has run. The closing of the streets is necessary allow the event site to be set-up on the days of each event. The closures will also assist the event organisers to provide appropriate safety of the set-up staff, participants and general public at these events.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The streets planned to be closed are seen as appropriate to affect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is a public event which has been held in Invercargill and the Southland area since 2006.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Climate Change

This report does not have a direct climate change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

In 2023, there was an incident which was promptly investigated by WorkSafe investigation. The event has subsequently continued under Motorcycling New Zealand's (MNZ) sanctioning process. As the event has continued to receive MNZ sanctioning since the 2023 incident, it is reasonable to conclude that any changes required through the review and sanctioning process have been incorporated into the current event arrangements.

The NZ Police and NZTA have been consulted on this closure and are supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If these closures are approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted on the ICC website.

Attachments

1. Burt Munro Challenge Road Closure Request (10956075).



P O Box 386
INVERCARGILL 9840
www.southlandmotorcycleclub.org.nz

9 July 2026

Traffic Management Department
Invercargill City Council
Private Bag 90104
INVERCARGILL 9840

Re: Road closures for Burt Munro Challenge 2027

We would like to apply please for road closures to run our Burt Munro Challenge, Bluff Hill Climb and Beach Race.

Bluff Hill Climb: we request closure of the following: Mason Street, Lagan Street, Flagstaff Road, Budd Street, Pearce Street, Theodore Street and Slaney Street. This event will be held on Thursday 11th February 2027 with closures in effect from midday Wednesday 10th February for Flagstaff Road only. From 7am Thursday 11th February 2027, the remaining streets, along with Flagstaff Road, would be closed until 8pm Thursday 11th February 2027. These timings worked very well for our 2026 event.

Beach Race: our request for road closures for our event includes Oki Street, Dunns Road and Oreti Beach; from the Dunns Road entrance, to 2km north of the Dunns Road entrance. This event is planned for Friday 12th February 2027 with closures in effect from 7am until 4pm.

Once again, we will have Traffic Management Services Limited designing and operating our traffic management planning. Should you require further information from us, please get in touch with the undersigned.

Kind regards

A handwritten signature in black ink, appearing to read "DM Hughes".

DM (Joe) Hughes
Mobile: 021 169 0342
Burt Munro Challenge Committee

10956075

TEMPORARY ROAD CLOSURE – GREAT SOUTH – ESK STREET FOOD MARKET 26 SEPTEMBER 2026

To: Infrastructure and Growth Committee

Meeting Date: Tuesday 1 September 2026

From: Chris Bowen – Manager – Strategic Asset Planning

Approved: Jonathan Shaw – Acting Group Manager - Infrastructure

Approved Date: Wednesday 26 August 2026

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

Council has received a request for a temporary road closure for the Great South – Esk Street Food Market to be held in Esk Street on Saturday, 26 September 2026.

This event is a repeat of events previously well supported by the community with well organised traffic management that does not unreasonably impede traffic around the closure area.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10).

This Act allows Council to close a road for an event (after consultation with the NZ Police and NZTA) which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructure and Growth Committee:

1. Receives the report "Temporary Road Closures – Great South – Esk Street Food Market 26 September 2026".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street, from Dee Street to Kelvin Street, on Saturday, 26 September 2026 from 9.30 am to 5.30 pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

On 30 July 2026 Council received a request from the City Centre Coordinator at Great South for the closure of Esk Street between Dee Street and Kelvin Street on Saturday, 26 September 2026 from 9.30 am till 5.30 pm for the Esk Street Food Market to be held from 11.00 am to 5.00 pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minimal impact on traffic movement.

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

A request has been made to the NZ Police and NZTA for support of this closure, and we are not expecting any objections. The event does not impact State Highway 6 – Dee Street.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. Business access will be managed by the event organisers. The closing of the street is necessary to ensure appropriate safety of participants in this community event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is a public event which is being organised to activate the CBD.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct climate change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If the closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted using various media outlets promoting the event.

Attachments

1. Great South Road Closure Request Esk Street Food Market 26 September 2026 (10956072).



30/07/2026

REQUEST FOR ROAD CLOSURE

Event: Esk Street Food Market

Date: Saturday 26 September 2026

Event Time: 11:00am – 5:00pm

Main Event Area: Esk Street (between Dee Street and Kelvin Street)

Requested Road Closure Timings:

Closed: 9:30am

Reopened: 5:30pm

Great South and Invercargill City Council are creating a Food Market activation on Esk Street on Saturday 26 September 2026, from 11:00am until 5:00pm. This will require the closure of Esk Street between Dee Street and Kelvin Street between the hours of 9:30am and 5:30pm to allow for the safe set up, delivery and pack down of the event.

This activation provides an opportunity for the public to gather and be entertained in the Invercargill city centre, creating a vibrant atmosphere and encouraging the use and enjoyment of the recent city centre upgrades.

Event details

- Entertainment will include live music and a DJ.
- Around 20 Mobile food vendors will be set up along Esk Street to serve the public.
- This is an alcohol-free event.
- A robust health and safety plan and waste management plan will be implemented.
- Between 9:30am and 10:15pm, vehicles parked on Esk Street will be allowed to safely exit the closed section of road to limit disruption of normal road usage.
- Traffic Management to be planned and implemented by RTMNZ.

Retailer/Business Communication

- Notification of this proposed road closure will be made in the August and September City Centre Update newsletters.
- A specific email notification will also be distributed to affected businesses and stakeholders prior to the event.

Key Point of Contact

Oli Cameron is the key contact person regarding this road closure request. Please do reach out if you have any questions. Best contact is oli.cameron@greatsouth.nz

Yours faithfully,

A handwritten signature in black ink that reads "Oli Cameron".

Oli Cameron – City Centre Coordinator
020 410 88602
oli.cameron@greatsouth.nz

Southland Regional Development Agency

143 Spey Street, PO Box 1306, Invercargill 9840, Southland, New Zealand

Phone +64 3 211 1400 Email info@greatsouth.nz

greatsouth.nz

TRANSPORT / TRANSIT STRATEGY DEVELOPMENT WORKING GROUP

To: Infrastructure and Growth Committee

Meeting Date: Tuesday 1 September 2026

From: Chris Bowen – Infrastructure Manager

Approved: Jonathan Shaw - Group Manager - Consenting and Environment

Approved Date: Tuesday 25 August 2026

Open Agenda: Yes

Purpose and Summary

This report seeks approval to establish a Working Group, including councillor membership, to guide the development of the Invercargill City Council Transport / Transit Strategy 2027–2057 (Strategy). In addition, endorsement is sought of a programme of work that will both propose short term actions for the upcoming summer and also inform the engagement approach to transport for the upcoming Long-term Plan (LTP) 2027–2037 consultation process scheduled for early 2027.

The Strategy is intended to provide a 30-year framework for how people and goods move throughout Waihōpai Invercargill and will support future investment decisions across public transport, active transport, parking, roading and accessibility.

Recommendations

That the Infrastructure and Growth Committee:

1. Receives the report "Transport / Transit Strategy Development Working Group".
2. Approves the establishment of a Transport / Transit Strategy Working Group comprising the Chair of the Infrastructure and Growth Committee and two additional Councillors nominated by Council.
 - a. Cr.... (TBC)
 - b. Cr.... (TBC)
3. Notes that the Working Group will meet approximately every four weeks throughout the strategy development process. The first meeting scheduled for 22 September 2026 is to undertake an Investment Logic Mapping exercise.
4. Notes that findings and recommendations from the Working Group will form the engagement collateral that will be used for the Long-term Plan 2027–2037 consultation process planned for early 2027.

Background

The development of a Transport Strategy for Waihōpai Invercargill is recommended to provide a clear, long-term direction for transport planning and investment. A Transport Strategy would establish a strategic framework to guide decision-making, prioritise investment, and align transport outcomes with Council's wider growth, economic, environmental, and community objectives. Given the upcoming LTP consultation and ongoing development of the Invercargill Spatial Plan, there is a timely opportunity to develop the strategy in conjunction with these processes, ensuring strong community input and alignment across Council's key strategic planning documents.

Issues and Options

Analysis

A Transport / Transit Strategy is to establish a long-term, and integrated approach to transport planning that balances mobility, affordability, accessibility, economic development, environmental sustainability, and asset management. The strategy is intended to guide transport investment and policy decisions over the next 30 years.

Transport planning is becoming increasingly important due to changing community expectations, ongoing infrastructure renewal requirements, accessibility needs, climate resilience considerations, and changing technologies. The Strategy will provide Council with a clear framework for prioritising future investment and advocating for external funding opportunities.

Development of the strategy presents an opportunity to engage elected members early, build consensus around priorities, and ensure alignment with the LTP review and preparation of the Invercargill Spatial Plan.

The Southland Regional Public Transport Plan 2024–2034 outlines the ten-year plan for public transport services across Invercargill and the wider Southland region. It is prepared by the Invercargill City Council under delegation from Environment Southland.

Invercargill City Council's representative on the joint Southland Regional Transport Committee is Councillor Ria Bond, with Councillor Barrie Stewart serving as the alternate member.

Further analysis will be prepared for the Working Group to inform the Investment Logic Mapping process and support the development of problem statements and early intervention actions.

Significance

The proposal is considered to be of medium significance. While this paper relates to strategy development and governance arrangements only, actions which will result from the strategy will potentially change the level of service for the people within Invercargill.

The recommendations do not commit Council to specific capital projects or changes in levels of service. Any future investment decisions would be considered through the LTP process.

Options

Option 1 - Develop Strategy Working Group

It is proposed that Council establish a Working Group comprising:

- Chair, Infrastructure and Growth Committee.
- Two additional Councillors appointed by Infrastructure and Growth Committee
- Relevant Council officers from the project team attending in an advisory capacity.
- Representatives from other relevant agencies such as Te Ao Marama, NZTA etc.

The Working Group would:

- Meet every four weeks.
- Provide strategic guidance during strategy development.
- Review emerging findings and technical work.
- Assist with stakeholder engagement.
- Test strategic options before formal reporting to Council.
- Ensure alignment with LTP Plan development.

The Working Group would not have delegated decision-making authority. Recommendations would continue to be reported through the Infrastructure and Growth Committee and further to Council if required.

Option 2 – Develop Strategy without a Working Group

Another option is that Council develops a strategy without the steer from a working group.

This would involve engaging an external consultant, to undertake the development on behalf of Council in isolation of a Working Group and associated Stakeholders.

Problem Statements and Early Actions

The first step in the Strategy development is to identify the problems facing Invercargill's transportation system. These issues will form the basis for the Strategy and inform the long-term actions for roading, public transport, active transport, parking, and accessibility projects. This process will also identify potential opportunities to implement early actions that could start to encourage and influence positive change of community behaviour before the Strategy is completed.

The intent is to facilitate an Investment Logic Mapping exercise, which will identify several key components, including problem statements and potential early interventions. These early actions would benefit people travelling across, through, and around Invercargill City.

The Investment Logic Mapping exercise will be with the working group, once finalised.

Community Views

The proposed Working Group and potential early actions will support broad community engagement ahead of the LTP consultation process, which will inform the development of the Strategy.

Community feedback gathered through the strategy development will help shape transport priorities and guide investment decisions over the next 30 years.

Implications and Risks

Strategic Consistency

The proposal is consistent with the emerging Strategic vision of creating a connected, accessible, resilient, and people-focused transport system. It supports Council's strategic planning responsibilities and ensures future investment decisions are informed by community priorities and robust evidence.

The Strategy requires alignment with the Invercargill Spatial Plan currently under development and the Regional Passenger Transport Plan. In addition, awareness of the Otago Southland Regional Land Transport Plan will add value during the development of the Strategy.

Financial Implications

The Working Group can be accommodated within existing governance arrangements. The potential short-term actions are anticipated to be funded within existing operational budgets where possible. Any significant future funding requirements would be considered through Annual Planning and LTP processes.

New Zealand Transport Agency Waka Kotahi (NZTA) funding is a core component of Invercargill City Council's transport funding model. Council works in partnership with NZTA, and the LTP includes the funding levels for which subsidy support is sought. While Council adopts the LTP and identifies desired investment levels, NZTA ultimately determines the amount of funding allocated.

Consequently, increasing expenditure within the LTP and requesting a corresponding increase in NZTA funding does not guarantee that additional subsidy will be approved. Any proposed increase in overall investment should therefore consider the distinction between:

- Funded activities: those expected to receive co-investment from NZTA; and
- Unfunded activities: those that would need to be fully funded by Council if NZTA subsidy is not approved.

This distinction is important when assessing affordability, financial risk, and the potential impact on Council's rates-funded programme.

Legal Implications

The proposal relates primarily to governance, strategic planning, and community engagement activities and does not create any immediate statutory obligations or commitments to undertake specific transport projects.

The Working Group will operate as an advisory body only and will not exercise delegated decision-making powers. All recommendations and decisions arising from the Strategy development process will continue to be considered by the Infrastructure and Growth Committee and Council through established governance processes. The development of the Strategy will support Council's responsibilities under the Local Government Act 2002, including:

- Promoting the social, economic, environmental, and cultural wellbeing of communities.
- Undertaking prudent stewardship and management of infrastructure assets.
- Enabling democratic decision-making through engagement and consultation.
- Supporting informed LTP decision-making.

Any future proposals arising from the Strategy that involve changes to levels of service, funding, bylaws, or significant transport projects will be subject to appropriate statutory processes, including consultation requirements where necessary.

The Land Transport Management Amendment Act 2008 details national strategic documents relating to land transport and are required to be considered as part of the development of this strategy. These documents contain industry best practise as well as nationally consistent terminology.

Climate Change

The Strategy will consider opportunities to support emissions reduction, active transport, public transport usage, network resilience, and adaptation to climate-related risks. The establishment of the Working Group and the proposed short-term actions have no direct climate change impacts but will inform future transport policy and investment decisions.

Risk

The proposal gives rise primarily to risks relating to achievement of strategic objectives, financial sustainability, reputation and community trust, service delivery, and climate resilience. These risks are consistent with the risk categories identified within ICC's Risk Management Framework.

The principal strategic risk is that, without a coordinated Transport Strategy development process, future transport investment decisions may become reactive, fragmented, and less aligned with long-term community outcomes. This could reduce Council's ability to optimise investment decisions, respond to changing transport needs, and secure external funding opportunities.

Key controls include establishment of the Councillor Working Group, Investment Logic Mapping, Infrastructure and Growth Committee oversight, community engagement, LTP consultation, and future business case and prioritisation processes. These controls are intended to support evidence-based decision-making, elected member involvement, and alignment with community expectations.

A further risk is that future priorities identified through the Strategy may exceed available funding capacity or create affordability pressures. This risk will be managed through business case development, LTP processes, prioritisation frameworks, and consideration of external funding opportunities.

The proposal is considered consistent with Council's balanced appetite for achievement of strategic objectives, financial sustainability and climate resilience as it seeks to support informed long-term planning and future investment decisions. Particular attention will be

required to manage reputation and community trust risks, where Council maintains a more conservative risk appetite.

Taking account of the proposed controls, the residual risk associated with the recommendations is assessed as medium and is considered to be within Council's overall risk appetite for achievement of strategic objectives and long-term planning. Risks will continue to be monitored through the Strategy development process and escalated through normal governance channels should the risk profile materially change.

Next Steps / Timeframes

Updates to the Strategy development are intended to be directed at the Infrastructure and Growth Committee, to expediate the process with the intent of positive change to be implemented in a timely manner.

- Working Group Investment Logic Mapping (September 2026).
- Ongoing Working Group Meetings (4 weekly).
- Council report confirming Problem Statements / Early Actions (November 2026).
- Public Consultation LTP (January – March 2027).
- Council Report for draft Transport / Transit Strategy (May 2027).

PARKING CONTROL BYLAW – AMENDMENT AND ADOPTION FOR CONSULTATION

To:	Infrastructure & Growth Committee
Meeting Date:	Tuesday 1 September 2026
From:	Rhiannon Suter - Manager – Strategy, Policy and Engagement and Chris Bowen - Acting Manager – Strategic Asset Planning
Approved:	Jonathan Shaw – Acting Group Manager - Infrastructure
Approved Date:	Tuesday 25 August 2026
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

This report presents a draft Parking Control Bylaw for review, and to recommend to Council its adoption for consultation.

Recommendations

That the Infrastructure and Growth Committee:

1. Receives the report “Parking Control Bylaw – Amendment and Adoption for Consultation”.
2. Approves the draft bylaw for consultation, as presented.
3. Approves the Statement of Proposal.
4. Agrees that the draft bylaw and proposed changes to parking areas and no stopping areas as outlined in this report, be consulted on between 23 September – 25 October 2026.
5. Nominates a hearing panel to hear submissions and deliberate to include:
 - a. **[name to be inserted]**
 - b. **[name to be inserted]**
 - c. **[name to be inserted]**

Recommends to Council:

6. To adopt the draft Parking Control Bylaw for consultation.

Background

The Parking Control Bylaw was last updated in 2024. The Bylaw controls parking activities and ensures parking controls are enforced, to protect and enhance the safety and enjoyment of the public.

Under clause 5 of the Bylaw, Council has the power to declare parking areas and no stopping areas by resolution, and to make amendments to those by further resolution. Council's designated off-street parking, no stopping areas and parking spaces are recorded within a schedule to the Bylaw, by way of maps of the affected areas.

Whilst Council has the power to declare and amend parking areas, the inclusion of the maps within the Bylaw has meant that it can be unclear if an amendment can be made via Council resolution, or whether the Bylaw as a whole should be reviewed. This process is inefficient. It is therefore proposed that Schedule One be removed from the Bylaw, in order to reduce this potential confusion.

The opportunity has also been taken to make a minor update to the wording of the Bylaw to recognise the use of electronic parking permits, to reword various sections for improved clarity, and to tidy up various typographical and formatting errors.

Alongside this, there are also several changes to parking areas and no stopping areas which are recommended. It is proposed that the major changes be consulted on as part of this wider bylaw review, so that if and when the updated bylaw is adopted by Council, it can then exercise its powers to make those changes by resolution (or not), informed by the community consultation which will have occurred.

Issues and Options

Analysis

Removal of Maps from the Bylaw

As noted, Council already has the power to designate or change parking spaces, no stopping areas, and related matters, under clause 5 of the Bylaw. Currently, all such resolutions of Council are captured in the maps contained in Schedule One of the Bylaw.

In principle, updates to those maps should be able to be made by resolution, since they are recording said resolutions. Under previous versions of the Bylaw this is the process which has been followed, at least for more minor changes. However, since the maps are published as part of the Bylaw, and due to the way in which they are referred to within the Bylaw, more significant changes have the potential to trigger a full bylaw review.

Council has the power to make minor changes to a bylaw by way of publicly notified resolution, but only where those changes do not affect any existing rights or duties under the

bylaw, which is rarely the case when considering changes to parking areas and other provisions under this Bylaw.

Bylaws have a technical statutory process which must be followed each time they are formally reviewed. Generally speaking, bylaws are already required to undergo this formal review at least every ten years, otherwise they lapse and are no longer enforceable. It is inefficient to be in a position of needing to review a bylaw more than is strictly necessary to achieve its purpose.

Accordingly, it is proposed that the maps be removed from the Bylaw. Resolutions of Council to add or amend parking areas, no stopping areas or other similar decisions would still be recorded, but kept in a separate document. This will be published on the website, and maps will still be published as a matter of good practice, but again this information would be provided separately from the Bylaw. This ensures that the public always has access to up-to-date information about parking areas, in order to assist with compliance and enforcement, but makes the process of passing resolutions under the Bylaw clearly separate from updating the Bylaw itself.

This change would not affect the need for Council to consider community views before passing any resolution regarding parking or no stopping areas. Decisions which triggered Council's Significance and Engagement Policy would still require the corresponding level of consultation. However, there would be no need to conduct a formal bylaw review, which is a technical and resource intensive process.

This approach is taken by a number of other Councils and staff recommend it as an improvement to the current process. An independent legal opinion has also been sought on this proposal, which confirmed that the Bylaw can be amended in this way, removing Schedule One and relying on the clauses allowing Council to make changes to parking areas via resolution. This is expressly permitted by subsection 22AB(3) of the Land Transport Act 1998 ("LTA"). Legal Counsel also confirmed that there is no statutory requirement to incorporate maps within the Bylaw itself.

Future Council resolutions to make changes in relation to parking or no stopping areas are recommended to cover the following points:

1. Identify the statutory authority relied on (being section 22AB(3) of the LTA).
2. Identify the empowering clause in the Parking Control Bylaw (being clause 5.1).
3. Identify the affected road(s) or location(s).
4. Specify the changes proposed and the commencement date(s) of those changes.
5. Include a plan or map of the areas affected by the change for evidential purposes.
6. Direct staff to update Council's publicly available parking maps and give public notice that they have been updated.

Consequential amendments have been proposed to the definitions section (for "Metered Parking Area") and to clause 6.2, to remove references to the existing Schedule One. Parts of clauses 6, 7, 8, 9 and 10 have had the words "by Resolution" added to clarify the proper process by which such changes may be made.

Clause 15 has also been amended to allow Council to prohibit heavy motor vehicles from parking in certain areas by resolution. The current bylaw requires public notification following the special consultative process. Under the LTA, there is no particular requirement to deal with heavy motor vehicle restrictions in this way. The proposed change would align the process for all exercises of power under the Bylaw. Although the special consultative procedure would no longer be required for all proposed heavy motor vehicle restrictions, as noted above Council would still have to consider community views and significance in accordance with Council's Significance and Engagement Policy, which could therefore result in such proposals being consulted on via the special consultative procedure. Again, as noted, all Council resolutions under the Bylaw are proposed to be recorded in a single separate document and published on the website.

If, following consultation, Council decides to adopt the updated Bylaw, it will also be asked to adopt the current maps showing the existing up-to-date parking restrictions, to ensure that these will continue in force.

Update Regarding E-Permits

Authorised Vehicle Permits (as issued under clause 11.3) used to be a physical permit that had to be displayed by the vehicle. Technological updates mean that such permits can now be issued electronically (though from time to time they are still provided in paper form). Amendments are therefore proposed to clause 11.4 to state that authorised vehicles must hold a valid permit, and display it if issued in physical form, rather than having to display it in every case, which could inadvertently leave an authorised vehicle in technical breach of the Bylaw where the permit was issued electronically. Additional amendments have been recommended to clause 11 to improve clarity, including removing the reference to "offences" as this is unnecessary, and to align this clause with the rest of the Bylaw.

Rewording of Clause 16 (Offences)

On the advice of Legal Counsel, clause 16, which covers the offences which arise under the Bylaw, has been rewritten to remove the unnecessary duplication and reiteration of restrictions already listed elsewhere in the Bylaw. Clauses 16.1(a) and (b) are general provisions which refer to all the restrictions, provisions, rules, road markings and so on which are made within or under the Bylaw. It is not necessary or useful to repeat individual restrictions.

In line with this recommendation, restrictions already covered elsewhere in the Bylaw have been deleted (namely current clauses 16.1(d), (e), and (i) with the exception of (i)(ix)), and the restrictions listed in what are currently clauses 16.1(c), 16.1(f), (g), (h) and (i)(ix) have been incorporated into the corresponding sections of the rest of the Bylaw, namely clauses 6 (for current clause 16.1(c)), 14 (for current clause 16.1(f)), 7 (for the part of current clause 16.1(g) relating to mobility permits), 11 (for the remainder of current clause 16.1(g) and for 16.1(h)) and 13 (for current clause 16.1(i)(ix)).

Finally, clause 16.3 has been reworded for clarity, to refer to both the LTA and the Local Government Act 2002, and to do so in general terms. This change is to avoid any potential issues or confusion about relevant legislation.

Editing of Clause 5 (Resolutions and Restrictions)

Another related change (again on the advice of Legal Counsel) has been to edit clause 5 to remove those provisions which were restrictions, leaving only the provisions which set out

Council's powers to make changes by resolution. This makes clause 5 (now renamed "Resolutions") much more logical, and the bylaw as a whole more straightforward to read and understand. The parts of clause 5 which have been removed have either been deleted (where they are already adequately covered by other existing provisions) or have been moved into the relevant corresponding clauses, without further change. Accordingly, current clause 5.2 has moved to clause 5.1(f), current clause 5.3 has been deleted as this is already covered elsewhere, current clauses 5.4 and 5.5 have moved to clause 14 (which is also renamed so as to avoid confusion), and current clause 5.6 has moved to clause 10.

Minor Amendments

Several less significant changes have been made, many of which were recommended by Legal Counsel as improvements to the current bylaw.

A number of typographical errors have been corrected, and minor wording changes have been made to improve grammar or syntax, or to provide clarity or better readability. These include ensuring all defined terms are capitalised and used consistently and correctly throughout the Bylaw, removing capitalisation for non-defined terms, and reordering the definitions alphabetically.

The first sentence of the bylaw setting out the enabling legislation under which it has been made has been edited to refer only to section 22AB of the LTA, since this is more strictly correct. Current clause 2.1 has also been deleted, since this is an unnecessary repetition of that first sentence, and is not relevant to the "Object" of the bylaw.

The definition of "Authorised Vehicle Parking Area" has been amended to remove the words "or at which Authorised Vehicle Permits issued by the Council". This sentence did not make sense grammatically, and authorised vehicle permits are all issued from Council offices in any event.

The definition of "Mobility Parking Area" has had additional wording added so that it is not restricted to parking spaces on a road only. A similar change has been made to clause 7.1 for the same reason.

The definition of "Park / Parked / Parking" has been reworded to replace the phrase "reserved parking area" with the defined term "Parking Area" for clarity and consistency.

The definition of "Sign" has been reworded to avoid implying that it only relates to advertising signs.

Clause 4.2 has been replaced by what was formerly clause 5.7. The clause plainly belongs within the Definitions and Interpretations section, and does not concern Resolutions and Restrictions.

Clause 5.1(c) has had the words "for any type of Parking Area or Parking Space" added for consistency with the rest of that sentence, and the repetition has been deleted.

Clause 5.5 has had the phrase "public place" replaced by the words "any area of land or any building owned or controlled by Council" for consistency and clarity.

Clause 6.4 has been amended to add that prescribed fees may be different for different metered parking areas or different parking zones. This is consistent with the existing bylaw, as it

is noted in the definition of "Parking Zone" that the metered parking area may have many zones with different parking rates. Adding "or Parking Zones" to clause 6.4 simply clarifies and reinforces that point. It is not a substantive change.

Clause 6.7 has been reworded for improved readability and clarity.

Clause 10.8 has been amended to clarify that "the surface" means "the surface of the Parking Area".

Clause 12.1 has been reworded to remove the word "urgent" as this is quite subjective and could be open to interpretation. Instead, objective criteria and words have been used to clarify that this clause is intending to cover emergency services work, in addition to Council Vehicles.

Changes to Parking Areas and No-Stopping Areas

There are several changes recommended to parking areas and no-stopping areas. As noted, if the new bylaw were to be adopted following consultation, these changes would be sought by way of Council resolution. A number of these changes are not considered significant in terms of Council's Significance and Engagement Policy, since they are changes which have been requested by residents or business owners, and which would have limited effect on the public. However, there are four more significant changes which, while the process for making them by way of Council resolution under the new bylaw (if adopted) would be the same, would trigger Council's Significance and Engagement Policy in terms of requiring public consultation to determine community views.

It is therefore recommended that the following four proposed changes be consulted on alongside the wider bylaw consultation. Although the specifics of the process have the potential to be confusing to members of the public, it is recommended to consult on these matters simultaneously as they are closely related, and in order to avoid consultation fatigue. It is also a more efficient use of staff resources to combine these consultations.

The four proposed changes recommended for consultation are detailed in the maps included in the draft statement of proposal, and in summary relate to:

1. Te Unua Museum of Southland car park. This change would see the creation of time restricted parking spaces (with a maximum time of four hours), mobility parking spaces, a bus stop, and no-stopping areas within the vicinity of Te Unua Museum of Southland.
2. Wachner Place. This change would designate the entirety of Wachner Place as an Authorised Parking Area.
3. Esk Street West. This change would create a no-stopping area on the north side of the road and parts of the south side of the road, as well as a bus stop (one hour maximum) and 15 minute time restricted parking spaces in front of the Distinction Hotel.
4. Stirling Point. This change would create a no-stopping area at the end of State Highway 1, and has been requested by the Bluff Community Board.

Further information to enable Council to make a final decision on these changes will be provided following public consultation.

Significance

Although the changes being proposed to the Bylaw will have little substantive impact on the community, the decision to restructure the operation of the Bylaw by removing the maps is considered significant under Council's Significance and Engagement Policy. Accordingly public consultation using the special consultative procedure is recommended.

The specific changes to the four areas outlined above which are being recommended for consultation alongside the Bylaw, are considered to be of medium significance under the Significance and Engagement Policy, due to public interest.

Options

This committee can choose to recommend a review of the Bylaw with the changes as proposed, can choose to direct any further changes, or can choose not to recommend a review of the Bylaw at this time, meaning the Bylaw would continue in its current form.

It is not recommended to let the Bylaw continue in its current form. The issue would persist that there is often confusion about the proper process for making changes to parking spaces and other matters under the Bylaw. This includes the four proposals outlined above. As a consequence, in order to make those changes a bylaw review would need to be carried out in any event, in order to update the maps within the Bylaw.

It is recommended that this Committee approve the draft bylaw as presented and recommend to Council that it be reviewed, with public consultation to be carried out regarding both the changes to the bylaw and the four key parking and no-stopping changes outlined above.

Any further changes identified by this Committee are recommended to be treated with caution as they may not have been considered in the legal opinion, and given the potential for enforcement challenges.

Community Views

The community expects Council to comply with its legal obligations including in relation to bylaw reviews. The community also expects Council to be as efficient as possible with resources.

Community views on the final decisions to be made regarding the proposed bylaw change, and the recommended parking and no-stopping changes to be made under an updated bylaw, are recommended to be sought by way of formal public consultation between 23 September to 25 October.

Implications and Risks

Strategic Consistency

The proposed changes to the Parking Control Bylaw are consistent with wider Council strategy including the Long-term Plan.

Although no final decision is being sought in this paper on the specific changes to parking areas and no-stopping areas (which are being recommended for public consultation), these proposals are also consistent with wider Council strategy.

The updated bylaw (should this be adopted) will inform (in part) the planned Transit Strategy, the development of which was agreed by this Committee at its meeting on 30 July.

Financial Implications

There are no particular financial implications. Enforcement of parking areas and other matters within the Bylaw are covered under existing budgets.

The financial implications of the specific changes being sought to parking and no-stopping areas will be included in the subsequent report seeking resolutions on the same.

Legal Implications

Legal Review

As noted above, given the technical nature of bylaws, and in order to avoid any potential issues regarding enforcement, a legal opinion has been sought on this issue. Legal Counsel was asked to conduct a general review of the Bylaw, and to specifically advise on the proposal to remove the maps, and to confirm the resolution process for making future decisions under the Bylaw. The proposed draft bylaw is consistent with their advice.

Statutory Authority and Requirements

This bylaw is made under the authority of the Land Transport Act 1998. Section 22AB of the LTA authorises Council to make bylaws concerning parking and related matters, as the road controlling authority. Section 22AD of the LTA requires Council to comply with section 156 of the Local Government Act 2002 regarding consultation. As noted, it is recommended to consult the public using the special consultative procedure. Section 22AD of the LTA further requires Council to give written notice of the proposed changes to the Bylaw to various affected parties including the community and the Commissioner of Police. This will be achieved by publishing a newspaper notice, and by directly contacting the police.

Following adoption of any updated bylaw, a copy must be sent within one week to the Minister of Transport. As with all bylaws, copies must be made available for public inspection.

Climate Change

There are no particular climate change considerations.

Risk

Risk	Consequences	Mitigation	Residual risk
Legal challenge to enforcement decisions under a new bylaw	Potential for court proceedings, reduced public confidence, reputational damage	Legal advice has been sought on the Bylaw, review process will follow statutory requirements	Low and acceptable.
Uncertainty for members of the public looking for up to date information about parking restrictions	Public dissatisfaction, staff time needed to assist	Public consultation process will explain the proposal, and maps will still be published online and easily accessible	Low and acceptable.
Confusion for members of the public regarding the process and proposal as we consult simultaneously on changes to the Bylaw and potential changes to parking spaces.	Public dissatisfaction, staff time needed to assist.	Consultation materials will explain the process and rationale, and noting the distinction is technical only with very limited impact on individual rights.	Low and acceptable.

Next Steps

If the proposed draft bylaw is adopted for consultation, it will be consulted on between 23 September to 25 October, with hearings and deliberations planned for December (dates to be confirmed).

If the Bylaw is ultimately adopted by Council, Council will also be asked to resolve to adopt all the existing parking and no-stopping arrangements as contained in the maps to the current bylaw, and further resolutions will be sought under the new bylaw regarding the parking and no-stopping changes in the four areas outlined in this report.

A copy of any new bylaw will be sent to the relevant Minister as required, it will be published online, and copies will be made available to be inspected by members of the public.

Attachments

1. Draft Parking Control Bylaw for Consultation – 2026 Updates (2590562).
2. Draft Statement of Proposal Parking Control Bylaw - 2026 Review (10954764).

Invercargill City Council

Parking Control Bylaw

DRAFT FOR CONSULTATION

2024

INCORPORATING 2026 AMENDMENTS



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DRAFT

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

1. Short Title and Commencement

- 1.1 This Bylaw shall be known as "The Invercargill City Council – Parking Control Bylaw 2024" and is made for the effective control and regulation of activities that may have an adverse effect on other users of public places or that might affect the wellbeing or enjoyment of residents.
- 1.2 This Bylaw shall come into force on 1 August 2024.
- 1.3 This Bylaw was reviewed in 2026 and was subsequently amended by Invercargill City Council at a meeting of the Council held on [xxxx] 2026.

2. Object of Bylaw

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

3. Repeal

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

4. Definitions and Interpretations

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

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

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

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

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

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

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

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

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

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

Council Vehicle means a marked Invercargill City Council vehicle.

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

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

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

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

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

Metered Parking Area means any road or part of a road or any area of land or any building owned or controlled by Council which is authorised by Council and marked to be used as a parking space and at or around which parking machines are installed and maintained to control parking.

Mobility Parking Area means any marked parking space on a road or part of a road or any area of land or any building owned or controlled by Council which is authorised by Council and marked to be used as a parking space, for the exclusive use of a disabled person who has on display in the vehicle a current approved Mobility Parking Permit.

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

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

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

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

Parking Area means any of the following:

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

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

Parking Officer means a person appointed by Council to be a parking warden under Section 128D of the Act, or a police officer.

Parking Payment System means the Parking App, Parking Machine (Kiosk) and web-based system (for example QR code) for parking payment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Waka Kotahi means New Zealand Transport Agency Waka Kotahi.

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

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

- a) a perambulator or pushchair;
- b) a shopping or sporting trundler not propelled by mechanical power;
- c) a wheelbarrow or hand-trolley;
- d) a pedestrian-controlled lawnmower;

- e) a pedestrian-controlled agricultural machine not propelled by mechanical power;
 - f) an article of furniture;
 - g) a wheelchair not propelled by mechanical power;
 - h) any other contrivance specified by the rules not to be a vehicle for the purposes of this definition; or
 - i) any rail vehicle.
- 4.2 Any words, phrases or expressions used in this Bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have the meanings as are respectively assigned in those Acts / Rules, unless those meanings would be inconsistent with, the context otherwise requires, or a different definition is given in clause 4.1.
- 4.3 The Legislation Act 2019 applies to the interpretation of this Bylaw.

5. Resolutions

- 5.1 Council by Resolution may:
- a) Declare any part of a road, or any piece of land, or building owned or under control of Council, to be a Metered Parking Area, a Time Restricted Parking Area, a Mobility Parking Area or an Authorised Vehicle Parking Area.
 - b) Prohibit a specified class or classes of vehicles from using any of the parking areas in (a) above or any specified parking spaces.
 - c) Set the days and hours of operation for any type of parking area or parking space, the maximum time allowed for parking in any type of parking area or parking space, and restrict the hours of availability for parking in any parking area or parking space.
 - d) Set the fees payable through the Fees and Charges Schedule for the parking of vehicles in any Metered Parking Area specified in (a) above and prescribe the method of payment for those fees either via the Parking Payment System, including a Parking Machine (Kiosk), Parking App or other methods specified by Council in its conditions for payment.
 - e) Regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case.
 - f) Prohibit or restrict the stopping, standing or parking of vehicles on any roads; or limit the stopping, standing or parking of vehicles on any road for vehicles of any specified class or description.
- 5.2 Any resolution may from time to time be amended or rescinded by a further resolution of Council.

6. Metered Parking Areas

- 6.1 Council may, by Resolution, from time to time, create, provide for, and regulate the operation, maintenance, control, protection, use or discontinuance of Metered Parking Areas.
- 6.2 Parking Machines (Kiosks) shall be located within the Metered Parking Areas that they are to control.

- 6.3 All drivers who park a vehicle in a Metered Parking Area must, at the time of parking, register the vehicle's registration plate at a Parking Machine (Kiosk) or through a Parking App. The registration of the vehicle's registration plate, at the time of parking, is a condition of parking in a Metered Parking Area regardless of whether payment is required for the period the vehicle is parked.
- 6.4 The Council may, by Resolution, prescribe a fee to be paid for use (or use beyond an initial free period) of a parking space in a Metered Parking Area. The fee may be different for different Metered Parking Areas or different parking zones.
- 6.5 If a fee is required to park in a Metered Parking Area the driver or person in charge of the vehicle parking in a Metered Parking Area must pay the fee immediately at a Parking Machine (Kiosk) or through a Parking App or following the instructions via the QR code.
- 6.6 Payment is to be made in accordance with the instructions in the Parking Payment System, including on the Parking Machine (Kiosk), the instructions on the Parking App or via the QR code. Parking Machines (Kiosks) will not issue a receipt. Receipts are obtainable online.
- 6.7 Payment for a parking space must be made for the whole time that the vehicle is parked. Additional payment must be made prior to the expiry of the original time if the vehicle is to remain parked beyond the original time paid for.
- 6.8 More than one motorcycle may occupy a parking space. All motorcycles within the parking space must comply with clauses 6.3 to 6.7 above.
- 6.9 No person shall do any of the following to a Parking Machine (Kiosk):
- a) misuse, damage, write on or disfigure it;
 - b) interfere, tamper or attempt to disfigure the working operation of it.
- 6.10 Parking spaces in a Metered Parking Area shall be indicated by white lines painted on the road in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 6.11 Metered Parking Areas shall be indicated by parking signage.

7. Mobility Parking

- 7.1 Council may, by Resolution, reserve any part of a road, or any area of land or any building owned or controlled by Council, as a Mobility Parking Area for use only by any disabled person as defined in Section 2 of the Disabled Persons Community Welfare Act 1975, whether that person is a passenger in, or the driver of, the vehicle. Parking spaces will have parking signage with the maximum period of time for use which includes any additional allowance.
- 7.2 A vehicle may park in a Mobility Parking Area only if the vehicle is displaying a Mobility Parking Permit.
- 7.3 A Mobility Parking Permit must be prominently displayed at the front of any vehicle parked in a Mobility Parking Area in a manner which will allow the permit to be seen by a Parking Officer from outside the vehicle.

- 7.4 No person may display a Mobility Parking Permit on a vehicle if the vehicle is not being used by the holder of the Mobility Parking Permit as either driver or passenger. The mobility permit holder must comply with all conditions of use of the Mobility Parking Permit.
- 7.5 It is not permitted to make a false application or to supply false details in an application for a Mobility Parking Permit.

8. Parking Spaces Reserved

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

9. Bus Stops

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

10. Method of Parking

- 10.1 No driver shall park any vehicle in a parking space, except as permitted by the provisions of this Bylaw.
- 10.2 No driver shall park a vehicle in a parking space so that any part of that vehicle extends beyond any line defining that parking space.
- 10.3 No driver shall park a vehicle in a direction other than that directed by parking signage erected to control the direction of entry to those parking spaces.
- 10.4 No driver shall park a vehicle on or overhanging a footpath.
- 10.5 No person shall park any vehicle in a parking space already occupied by another vehicle except that up to three motorcycles or mopeds (but no other vehicle) may occupy any parking space at the same time.

- 10.6 No driver or person in charge of any vehicle shall stop, stand or park a vehicle outside the extremities of any parking space unless the vehicle by virtue of its size cannot be contained in one parking space. In that case only one parking space needs to be paid for; however, the vehicle must be parked within the lines of two or more connected parking spaces as if they were combined to make one parking space.
- 10.7 Council may, by Resolution, prescribe a maximum period for any parking space within its control or operation. The maximum time restricted parking areas have parking signs.
- 10.8 No driver shall allow a vehicle to occupy a parking space for longer than the maximum period allowed for parking in the parking space occupied. This requirement shall apply equally to all parking areas.
- 10.9 No driver or person in charge of any vehicle shall drive a vehicle in any parking area contrary to the direction of travel prescribed by Council and shown by marks on the surface of the parking area, or other indications.
- 10.10 No driver or person in charge of any motorcycle or moped, shall park closer than 1 metre from the front and / or rear of a parking space.

11. Authorised Vehicles

- 11.1 Authorised vehicles may park within Metered Parking Areas and Time Restricted Parking Areas without time restriction or payment required. This is to allow the working requirements of these vehicles to be undertaken, for example emergency vehicles and diplomatic activities.
- 11.2 Rules on parking on planted areas, footpaths, medians, traffic islands and service lanes (clause 13) and standing vehicles on roads (clause 14) still apply to authorised vehicles.
- 11.3 Council may issue Authorised Vehicle Permits. Applications for Authorised Vehicle Permits must be made through the Authorised Vehicle Application Form available on Council's website and from Te Hīnaki – Civic Building. It is not permitted to make a false application or to supply false details in an application for an Authorised Vehicle Permit. Authorised Vehicle Permits will be issued at the sole discretion of Council.
- 11.4 Authorised vehicles must hold a valid Authorised Vehicle Permit, and display their permit when it is issued in physical form. Authorised Vehicle Permits enable parking in the areas and locations identified in the permit. It is not permitted to place a physical Authorised Vehicle Permit on a vehicle for which it was not issued.

12. Exempt Vehicles

- 12.1 The driver or person in charge of any of the following vehicles may park free of charge in any parking space:
- a) a vehicle used as an ambulance and which is at the time being used to provide an ambulance service;
 - b) a vehicle used by Fire and Emergency New Zealand, and which is at the time attending a fire, or responding to a fire alarm, medical event, motor vehicle event, and / or another emergency;

- c) a vehicle used by the Police service and which is at the time being used for police business with its warning lights flashing;
- d) a vehicle used by a medical practitioner and at the time being used to provide emergency medical services; or
- e) a Council vehicle used by any officer engaged in work for Council.

13. Parking on Planted Areas, Footpaths, Medians, Traffic Islands and Service Lanes

13.1 Subject to clause 13.2, no driver shall stop, stand or park a vehicle on that part of the road which is:

- a) a service lane or Right of Way (unless a parking space is marked by appropriate parking signage);
- b) a footpath;
- c) a cycle lane;
- d) a shared footpath / cycle lane;
- e) a grass plot;
- f) a flower bed;
- g) a shrubbery; or
- h) in respect of an urban road only, the road margin.

13.2 A driver may stop, stand, or park a vehicle in contravention of clause 13.1(b) to (h) if:

- a) the vehicle is stopped or standing on an Authorised Vehicle Crossing and not impeding pedestrians on the footpath and any part of the vehicle does not extend over the kerb; or
- b) Council has indicated by parking signage that vehicles may stop, stand or park in that location; or
- c) that person has obtained the prior written permission of Council to stop, stand or park a vehicle in that location.

13.3 A driver may stop, stand or park a bicycle, wheelchair, mobility device, or wheeled recreational device on a footpath, grass plot, or road margin if so doing does not endanger or unreasonably obstruct any other user of the footpath, grass plot or road margin.

14. Standing Vehicles or other items on Roads

14.1 No driver is permitted to stop, stand or park a vehicle on a road in such a way that it causes an obstruction or nuisance. An obstruction can include a vehicle parked on a road when Council has advised it will be undertaking planned road maintenance works. A vehicle is also deemed to be an obstruction if it is parked on a road and not moved for a period in excess of fourteen (14) continuous days.

14.2 No driver is permitted to park on a road in front of any property in the District, where the size of the vehicle parked, or the continual nature of the parking, unreasonably prevents occupants from parking outside their property, excluding commercial vehicles parked on the road temporarily for business purposes.

14.3 No person shall repair, alter or add to a vehicle in the course of trade while the vehicle is on the road, unless necessary to enable the vehicle to be removed from the road.

- 14.4 No person may park or place any machinery, equipment, materials, waste disposal bins or freight containers on any road, or any area of land or any building owned or controlled by Council except with the prior permission of Council and in accordance with any conditions that may be required. This clause does not apply to containers that are used solely for the purpose of domestic refuse or recycling as authorised by the Council and placed off the roadway.
- 14.5 No driver shall, without the prior written permission of Council, park a vehicle on a road for any period exceeding three days if that vehicle has no effective motor power in or attached to it, or cannot be safely driven. For the purposes of this clause "vehicle" also includes a boat, trailer, caravan, or any other similar thing.

15. Heavy Motor Vehicle Parking

- 15.1 Council may, by Resolution, prohibit heavy motor vehicles from parking on any part of a road.
- 15.2 No driver of a heavy motor vehicle shall park on that part of a road subject to a Resolution under clause 15.1 unless prior written permission from Council has been obtained.

16. Offences

- 16.1 Every person breaches this Bylaw who:
- a) Fails to comply with any of the clauses, provisions, rules, restrictions, limitations, obligations, or fees set out in this Bylaw.
 - b) Fails to comply with restrictions or directions or requirements indicated by the lines, domes, areas, markings, Parking Machine (Kiosk), parking signage, or other signs and notices, laid down, placed, made, or erected, in or on any road, building, or other area controlled by Council, pursuant to any provision of this Bylaw, or any Resolution made thereunder.
- 16.2 The Land Transport (Road User) Rule 2004 creates a number of offences in relation to stopping, standing and parking of vehicles which, for the avoidance of doubt, shall apply in addition to this Bylaw as if it was part of this Bylaw in areas where Council is the road controlling authority or unless stated otherwise. The breach of a Land Transport (Road User) Rule 2004 offence is an offence of this Bylaw.
- 16.3 A breach of this Bylaw is an offence pursuant to of the Act and / or the Local Government Act 2002 and may be prosecuted as such.

17. Penalties

- 17.1 A person who breaches and commits an offence against this Bylaw is liable for any (or a combination of any) of the following penalties:
- a) A warning notice pursuant to section 22AF of the Act;
 - b) A fine not exceeding \$1,000 pursuant to section 22AB(1)(b) of the Act. Fine amounts are set out in the Council's Schedule of Fees and Charges: Compliance; and / or

- c) Prosecution for an offence pursuant to section 239 and 242(4) of the Local Government Act 2002 where the person is liable on conviction to a fine not exceeding \$20,000.

18. Defences

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

Parking Control Bylaw – 2026 review

Draft Statement of Proposal

Introduction

We would like to know your thoughts on proposed amendments to the Parking Control Bylaw.

Background

The Parking Control Bylaw has been in place in various forms for many years, and was last reviewed in 2024. The Bylaw controls and regulates the use of roads in the Invercargill District, particularly with regards to vehicle parking.

Due to the way it's written, Council has had to review the Bylaw frequently in the last several years, in order to make changes to parking areas. This is instead of Council simply exercising its powers under the Bylaw. A bylaw review is a lengthy formal process with various legal requirements to be followed. Council is seeking to improve what is currently an inefficient and resource-intensive process.

At the same time, Council is considering whether to exercise its powers under the Bylaw to make some changes to parking and no-stopping lines. While this is a separate question to the changes to the Bylaw itself, it's closely related, so we are taking the opportunity to ask what you think about these changes as well.

Council agreed on 22 September 2026 to adopt the draft Bylaw for consultation, and to seek public feedback on this and the proposed changes to parking and no-stopping areas.

Proposal

Following an internal review and having received legal advice on appropriate options, it is proposed that the maps which are currently included in the Bylaw as Schedule 1, be removed. Changes to parking spaces or no-stopping lines would still require a formal resolution from Council, and these resolutions can be recorded and provided online. This would mean that members of the public could still easily look up what the various parking areas and restrictions are, but

this process would avoid the need for a full formal bylaw review every time a change was proposed.

Importantly, any resolution which Council was asked to make under the Bylaw, including any changes to existing parking areas, making new parking areas, or creating no-stopping areas, would be treated like any other decision made by Council. This means Council would always have to consider community views, and in some cases this would mean carrying out public consultation before a final decision was made.

We've also taken the opportunity to make some more minor updates to the Bylaw, mostly for typos, updating, consistency, and to provide clarity. A list of the proposed changes is provided below.

Since Council has to consider community views on significant changes to parking, we are also taking the opportunity to seek your feedback on parking and no-stopping changes to four areas of the district. These are at Te Unua Museum of Southland, Wachner Place, Esk Street West, and Stirling Point. We've included maps in our document section which show the parking and no-stopping arrangements which are being proposed.

We would like to hear your thoughts on all of these changes. We've divided this proposal document into two parts. First, the changes to the Bylaw itself and second the specific changes to parking spaces and no-stopping lines in the four areas mentioned.

How can I have my say?

Council is consulting on these issues between 23 September and 25 October 2026. The easiest way to make a submission is to use the form on Council's Let's Talk page. Alternatively, you can pick up a paper form and drop it off at Te Hīnaki Civic Building, Invercargill Public Library or the Bluff Service Centre.

You can also email Policy@icc.govt.nz, write to us at:

Submission - Parking Control Bylaw
Invercargill City Council
Private Bag 90104
Invercargill 9840

or give us a call. Submissions close at **5.00 pm on 25 October 2026.**

Following the consultation period, hearings will be held for anyone who wishes to speak to Council in person.

Part 1 – summary of proposed changes to the Parking Control Bylaw

1. Removing the maps

The maps which are currently included as Schedule 1 to the Bylaw would be removed. Maps of parking areas and other decisions made by Council using its powers under the Bylaw would be published on Council's website, but in a separate document. This would mean changes to parking would be made in the same way as any other Council decision – and only after considering community views. But it would reduce the need to review the Bylaw itself each time, which is inefficient. References to Schedule 1 have been removed from the definition of “Metered Parking Area” and from clause 6.2.

2. All decisions to be made by Council Resolution

This is not a significant change, but provides clarity and certainty of process for Council staff. This would include any restrictions on heavy motor vehicles (clause 15), which the current Bylaw states require public notification following the special consultative process. We're proposing to align this with the rest of the Bylaw. Council resolutions won't always require the special consultative process to be followed first – instead we will consider our Significance and Engagement Policy, and make sure we do the right type of consultation at the right level each time. Additional wording has been added to clause 5.1(c) and parts of clauses 6, 7, 8, 9 and 10 in line with this.

3. Update regarding e-permits (clause 11)

We've updated the wording around Authorised Vehicle Permits. These used to always be issued in physical (eg paper) form. Nowadays though we usually issue electronic permits instead. This amendment reflects this. We've also deleted the reference to the “offences” clause as this doesn't need to be there, and is inconsistent with the rest of the Bylaw.

4. Changing the structure regarding restrictions and offences

The existing clause setting out the offences under the Bylaw is very long and actually repeats various restrictions already set out elsewhere in the Bylaw. It is simpler and clearer to just keep the general wording which already existed in this clause which essentially says that it is an offence to fail to comply with any of the rules or restrictions made in or under the Bylaw. To make this consistent,

we've deleted everything that was repeated, and we've moved some of the wording that was in this clause into other parts of the Bylaw. Similarly, there are several "restrictions" set out in clause 5 which are either repeated elsewhere, or which could be moved to another more relevant section. That then leaves clause 5 to just set out what Council can do by resolution, which we think is a clearer and more straightforward approach.

The proposed changes to clauses 5 and 16 are as follows:

Current clause	Proposed change
5 (Resolutions and Restrictions).	Rename to "Resolutions".
5.2 (power to restrict stopping or standing of vehicles).	Move to clause 5.1 (f).
5.3 (parking in contravention of restrictions).	Delete as covered elsewhere.
5.4 (repairing a vehicle on the road) and 5.5 (parking or placing unauthorised items on the road).	Move to 14.3 and 14.4 (within the section on Standing Vehicles on Roads, now renamed "Standing Vehicles or other items on Roads").
5.6 (parking in a space already occupied by another vehicle).	Move to 10.5 (within the section on Method of Parking).
16.1(c) (damaging or tampering with a parking machine/kiosk).	Move to 6.9 (within the section on Metered Parking Areas).
16.1(d) (failing to comply with the Bylaw).	Delete as covered elsewhere.
16.1(e) (parking contrary to clause 13).	Delete as covered elsewhere.
16.1(f) (parking which prevents occupants from parking outside their property).	Move to 14.2 (within the section on Standing Vehicles or other items on Roads).
16.1(g) (making a false application or supplying false details when applying for a permit).	Move to 7.5 (within the section on Mobility Parking, for mobility parking permits) and 11.4 (within the section on Authorised Vehicles, for authorised vehicle permits).
16.1(h) (placing an authorised vehicle permit on another vehicle).	Move to 11.4 (within the section on Authorised Vehicles).
16.1(i)(i), (i)(ii), (i)(iii), (i)(iv), (i)(v), (i)(vi), (i)(vii), (i)(viii), (i)(x), (i)(xi), (i)(xii) (various parking restrictions)	Delete as covered elsewhere.

16.1(i)(ix) (parking on a shared footpath/cycle lane or on a cycle lane).	Move to 13.1 (alongside other similar restrictions).
16.3 (relevant legislation)	Reword to refer to both the Land Transport Act and the Local Government Act in general terms, to avoid confusion.

5. Minor amendments

Other amendments are proposed which don't make substantive changes, but which correct various typos, grammar errors, punctuation and similar issues, or which make the Bylaw clearer and more readable. In summary these are as follows:

Clause	Proposed change	Reason
Throughout the Bylaw	All defined terms capitalised and used consistently and correctly throughout the Bylaw.	Clarity.
Throughout the Bylaw	Non-defined terms not capitalised.	Clarity.
Throughout the Bylaw	Spelling, punctuation and grammar corrected.	Clarity and readability.
First sentence (enabling legislation)	Delete "-22AF".	Clarity. Section 22AB is the correct provision of the Land Transport Act under which the Bylaw is made.
2.1	Delete.	Unnecessary repetition of first sentence, and not relevant to clause 2 (Objective of the Bylaw).
4.1	Definitions ordered alphabetically.	Readability.
4.1	"Authorised Vehicle Parking Area" - removed the words "or at which Authorised Vehicle Permits issued by the Council".	Wording was hard to understand and unnecessary since all permits come from Council offices.

4.1	"Mobility Parking Area" – added wording so these are not restricted to parking spaces on roads only.	Mobility Parking Areas are not intended to be restricted to roads only. New wording is consistent with the rest of the Bylaw.
4.1	"Park / Parked / Parking" – replaced "reserved parking area" with "Parking Area".	Clarity and consistency. Parking Area is a defined term.
4.1	"Sign" – reworded to avoid implying it only relates to advertising.	Clarity and consistency.
4.2	Replaced with existing clause 5.7.	Clause 5.7 was in the wrong place as it does not relate to resolutions and restrictions.
5.1(c)	Add "for any type of Parking Area or Parking Space".	Clarity, and consistency with the rest of that sentence.
5.1(c)	Delete "and restrict the hours of availability for Parking in and Parking Area or Parking Space".	Unnecessary repetition.
5.5	Replace "public place" with "any area of land or any building owned or controlled by Council".	Clarity, and consistency with wording used elsewhere in the Bylaw.
6.4	Add wording that prescribed fees may be different for different metered parking areas or different parking zones.	Clarity. This change is in line with the existing provisions of the Bylaw, but is clearer on this point.
6.7	Reworded.	Clarity and readability.
10.8	Amended "the surface" to "the surface of the Parking Area".	Clarity.
12.1	Remove the word "urgent" and refer to	Clarity. The word "urgent" can be quite subjective. The new

	objective criteria and words.	wording is more objective and therefore clearer.
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Part 2 – proposed changes to parking and no-stopping areas

Council also needs to make some changes to parking and no-stopping areas. There are four areas which have been identified as needing a change. These are:

1. Te Unua Museum of Southland car park. This change would see the creation of time restricted parking spaces (with a maximum time of four hours), mobility parking spaces, a bus stop, and no-stopping areas within the vicinity of Te Unua Museum of Southland.

These changes are being proposed in order to provide adequate parking for the new museum when it opens to the public.

2. Wachner Place. This change would designate the entirety of Wachner Place as an Authorised Parking Area.

This change is being proposed in order to support recent changes to the streetscape including the access arrangements, and to provide clarity for authorised vehicles to park in that area.

3. Esk Street West. This change would create a no-stopping area on the north side of the road and parts of the south side of the road, as well as a bus stop (one hour maximum) and 15 minute time restricted parking spaces in front of the Distinction Hotel.

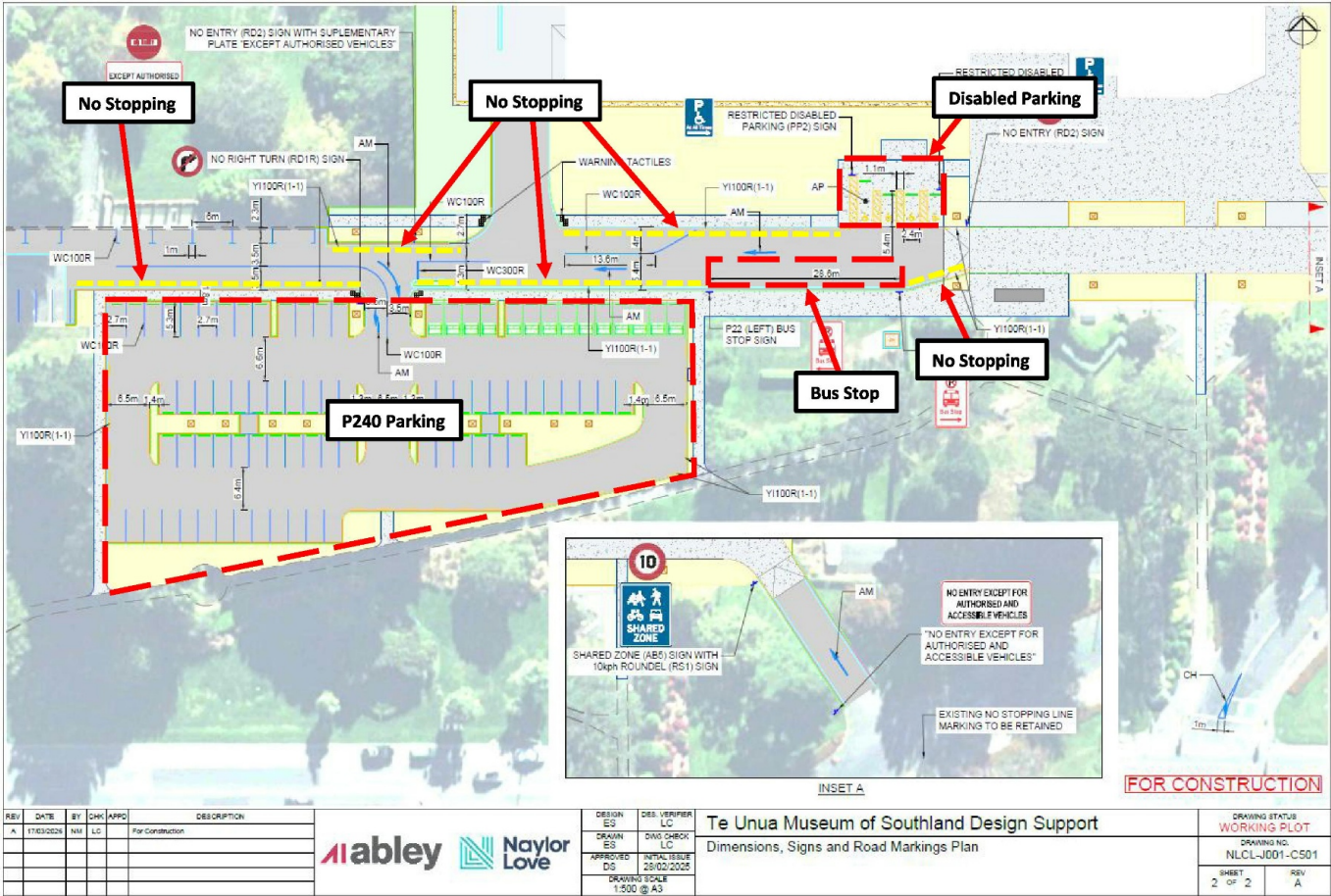
These changes are being proposed to support the operation of the Distinction Hotel.

4. Stirling Point. This change would create a no-stopping area at the end of State Highway 1.

This change has been requested by the Bluff Community Board.

Maps showing the proposed changes are included below.

Te Unua



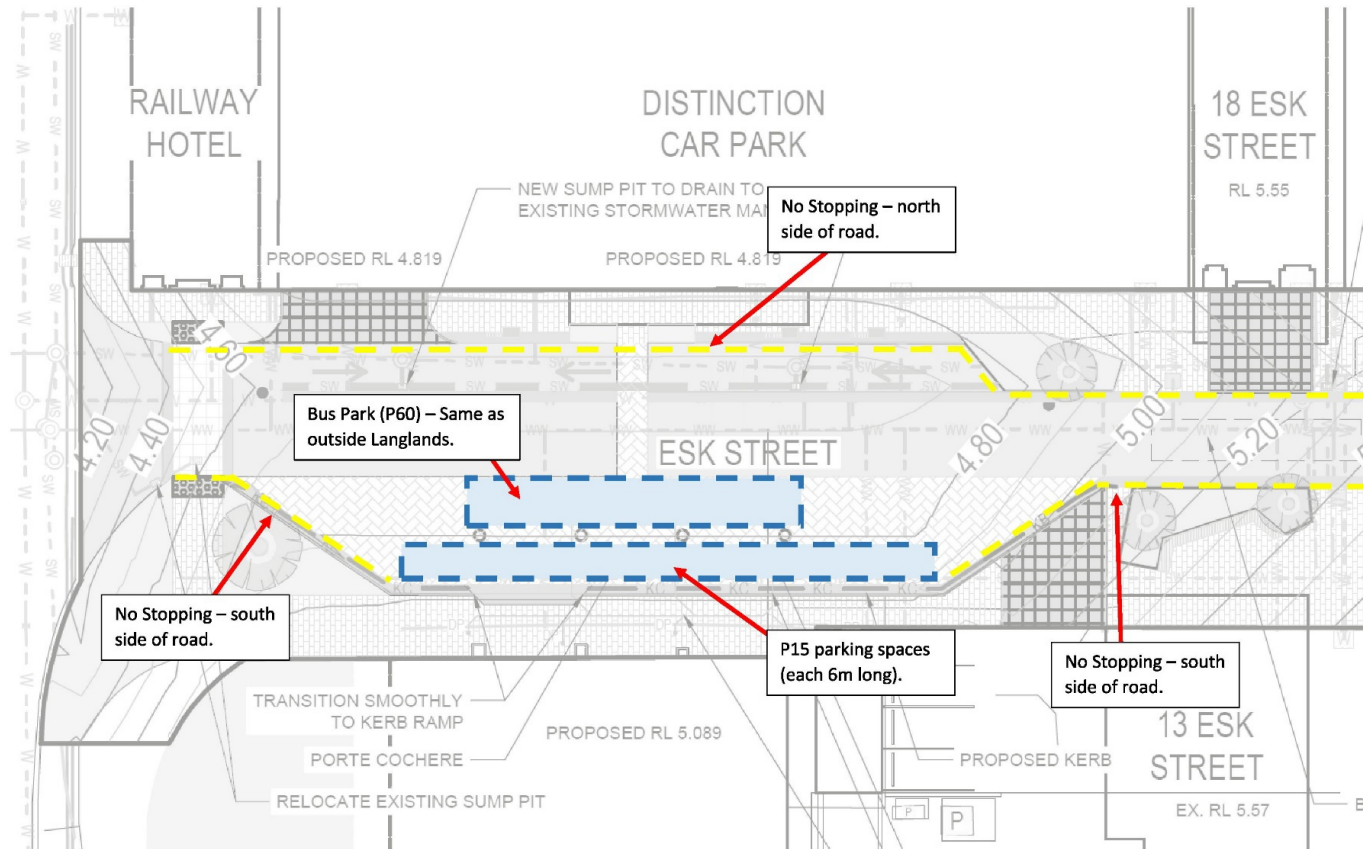
Te Unua



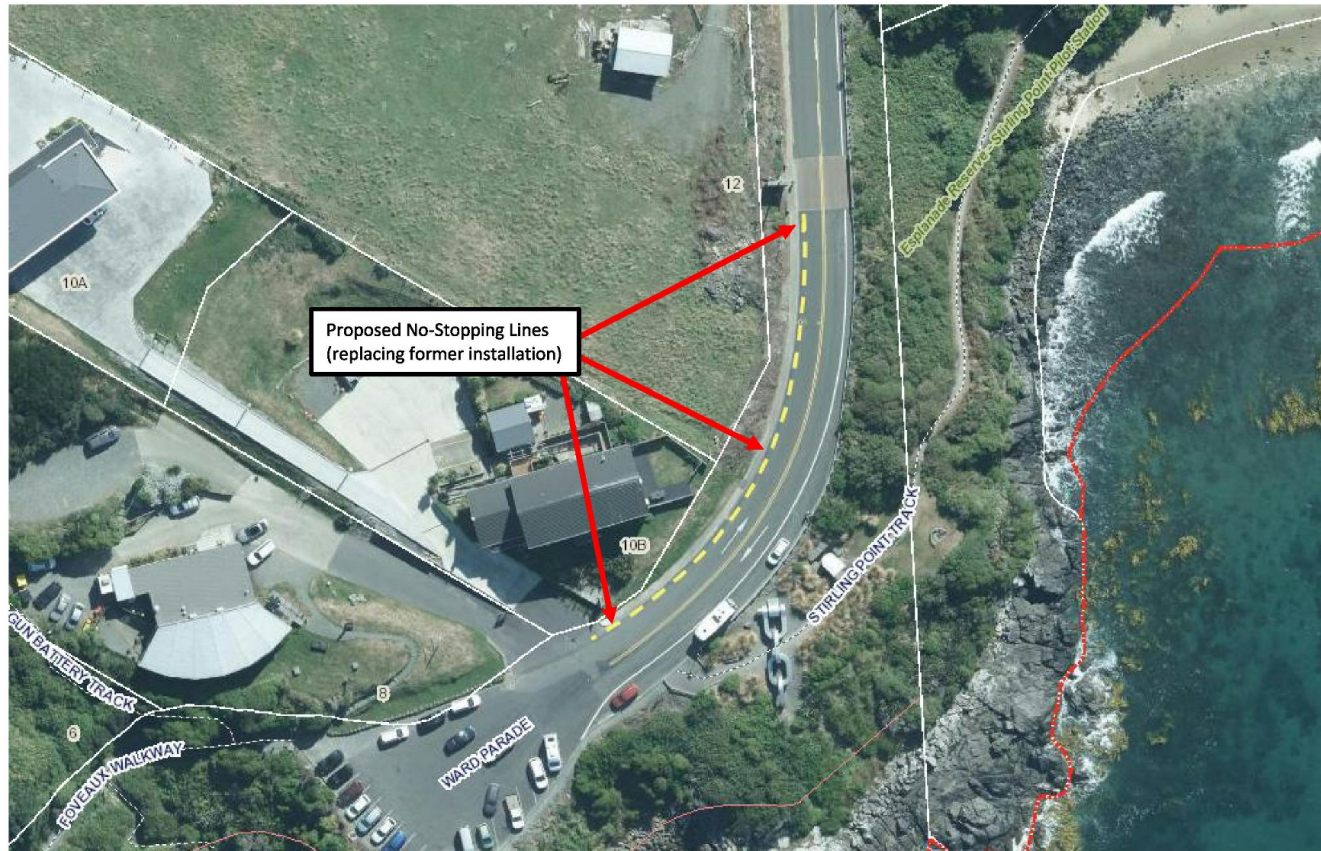
Wachner Place



Esk Street West



Stirling Point



GREAT SOUTH 2025/2026 QUARTER FOUR PERFORMANCE UPDATE

To: Infrastructure and Growth Committee

Meeting Date: Tuesday 1 September 2026

From: Trudie Hurst, Acting Chief Executive

Approved Date: Thursday 27 August 2026

Open Agenda: Yes

Purpose and Summary

This report provides an update from Great South on their 2025/2026 Quarter Four Performance.

Recommendations

That the Infrastructure and Growth Committee:

1. Receives the report "Great South 2025/2026 Quarter Four Performance Update".

Background

As a Council Controlled Organisation (CCO), Great South are required to include their Key Performance Indicators (KPIs) in their Statement of Intent and Council is required to include these within their Long-term Plan.

The final version of the KPIs were not ready at the time of the adoption of the 2024-2034 Long-term Plan at the end of June 2024 and as a result there is a further set of KPIs which are different.

Legally, Council is required in its Annual Report to report for CCOs against what is in the Long-term Plan. Audit advice is that any change in performance measures either for Council or for CCOs following adoption of the Long-term Plan, would require a Long-term Plan amendment.

For efficiency, Great South have reported against their Statement of Intent KPIs in Quarters One through to Quarter Three.

Issues

Quarter Four Performance

Great South's summary of their Quarter Four Performance is included below. Performance is reported against both Long-term Plan and Statement of Intent KPIs.

Performance highlights from 2025/2026 include the completion of the Southland Regional Greenhouse Gas Emissions Inventory Report for 2024, implementing the actions from the Murihiku Southland Aquaculture Pathway Strategy, promoting Southland as a year-round destination for travellers from New Zealand, Australia and other key markets, including promoting the region at trade events and famils.

Twenty-three of the Long-term Plan targets have been achieved (from a total of 35, across 23 key performance areas). Thirty-two of the targets sent in the Statement of Intent have been achieved (from a total of 39 targets, across 19 key performance areas).

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
Data and Insights Provide up-to-date and accurate data and insights to inform decision making via regional data dashboards and repository.	Complete data repository and advanced analytic functions (subject to funding).	Data and Insights Provide up-to- date and accurate data and insights to inform decision making via development of a schedule of regular reports through Data Insights Southland Hub (DISH).	- Schedule of data reports are produced across three focus areas including; Housing, Economic and Tourism. - Evaluate options for the storage and use of Geospatial Data and the use of AI data analysis tools.	- Tourism, Housing and Economic data published as scheduled, with these reports made available on Data Insights Southland Hub (DISH). - An MoU was signed with Environment Southland to align Spatial Planning and natural hazard data. - DataSing presented AI tools to support staff for day-to-day operations.	- Achieved - Achieved
Develop and circulate regular data reports derived from the regional dashboards (Dashboards may include: housing, regional indicators, tourism and environmental / climate change data).	Produce and distribute. Source additional datasets (subject to funding).			While this was not a separate KPI in 2025/2026 financial year, the reports were delivered as identified above	Achieved
Advocacy and Submission Advocate for and/or prepare submissions regarding key issues including housing, telecommunications, skills development,	Hold bi-annual meetings with central government officials at MBIE, NZTE, MHUD, MfE, MPI etc.	Advocacy and Submission Advocate for and/or prepare submissions and funding applications for issues of importance to the region.	- Prepare a minimum of two submissions on issues of regional significance. - Advocate for increased mobile coverage and reliable terrestrial fibre optic cable services for all of the region.	- Four submissions prepared and submitted. - Report completed with recommendations for further action and follow up with National Infrastructure Funding and Financing and the Rural Connectivity Group.	- Achieved - Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
roading and transport, carbon forestry.			Support councils and stakeholders to apply for Government funds as applicable.	- Data available through DISH continues to support councils, however there were no requests from councils for support applications for Government funding. Bi-annual meetings also completed; one in July 2025 and the second in May 2026.	- Achieved - Achieved
Housing Build on regional housing planning undertaken in 2023/2024 as part of Beyond 2025.	Facilitate implementation of the Regional Housing Action Plan, including any regional housing forums. Maintain Regional Digital Housing Portal and website.	Housing Facilitate regional coordination of housing and implement priorities from the Murihiku Southland Housing Action Plan.	- Facilitate regional coordination of housing including delivery of two projects. - Support individual councils with their housing planning (including Spatial Planning) considering current and future community and industry needs.	- Project 1: Ageing Sector Investigation. Project 2: Case study of innovation and diverse housing solutions reports completed. - Supporting SDC and ICC with their Spatial Planning processes. - Presented housing summary of likely future housing needs at the Murihiku Regeneration Hui. Build Southland website developed and maintained.	- Achieved - Achieved - Achieved
Water Investigate current and future water resilience.	Support implementation of the Water Resilience Plan in partnership with Environment Southland and wider industry. Findings and data from Sky TEM airborne survey submitted to councils for decision making.			This was not a SOI KPI in 2025/2026 financial year.	Not achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
Transport Data and insights provided to support decision making around regional transport network.	Deliver Integrated Transport Plan (subject to funding).			This was not a SOI KPI in 2025/2026 financial year.	Not achieved
Economic Diversification Encourage regional economic diversification by providing data and supporting investigation.	Update and maintain the Regional Industry Capability Profile.			While this was not a KPI in 2025/2026 financial year we completed three Regional Industry Capability reports created for; Hydrogen production, Windfarm Development and Data Centre Development.	Achieved
Support agricultural sector land - use and support farmer decision making.	100 farmers are using the land-use data. Undertake ongoing analysis and monitoring of regional farming (livestock numbers, forestry growth, and water allocation).	Agriculture Support agricultural sector land use and support farmer decision making.	- Undertake analysis of relevant agricultural sector data to feed into the Regional Emissions Report for 2026. - Investigate opportunities for new high value crops and establish links into new and emerging industries. - Develop a Murihiku Southland Agriculture Strategy alongside key stakeholders which also looks at new farm revenue opportunities.	- This information was incorporated into the Southland Regional Greenhouse Gas Emissions Inventory Report 2026. - Diverse Crops of Murihiku Southland report completed. - Draft scoping study completed, however due to the proposed changes to the RMA, it was determined that it was prudent to delay this work until resource management changes were known. - We have monitored and reported on livestock numbers, forestry changes through the Net Zero	- Achieved - Achieved - Not Achieved - Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
				work, as below (under 'Monitor Emissions') The number of farmers using the land-use data was not a SOI KPI in 2025/2026 financial year.	Not Achieved
Forestry Working with Councils, support further investigation of the impacts of unrestricted forestry in our region.	Provide data and insights to support carbon forestry advocacy for regulatory certainty.	Forestry Support further investigation of the impacts and possible opportunities associated with unrestricted forestry.	- Provide data and insights relating to changing land use and the impacts of carbon forestry. - Identify new opportunities to convert forestry waste low grade logs into biomass fuel supply. - Advocate for the establishment of a Regional Forestry plan and for value added wood processes.	- Land use changes in forestry cover undertaken and incorporated into the Southland Regional Greenhouse Gas Emissions Inventory Report 2026. - Southland Region Biomass Supply and Demand Outlook report completed. - Collaborating with MPI to develop a Forestry Strategy which will roll over to 2026/2027 financial year.	- Achieved - Achieved - Not Achieved
Regional Strategic Planning Facilitate and deliver regional strategies, feasibility assessments and plans as required by shareholders.	Implement two key priorities from the Aquaculture Strategy (subject to funding). TBA depending on investigation.	Aquaculture Facilitate and develop a regional approach to realise the benefits of Aquaculture as a diversification opportunity and implementation of The Regional Aquaculture Strategy/Plan.	- Implement agreed actions (max two) from the Regional Aquaculture Strategy. - Coordinate actions needed from councils and others to achieve aspirations as per	- The Murihiku Southland aquaculture Infrastructure and Supply Chain project completed. - Undertook two hui with education providers and funders to discuss and align future aquaculture workforce needs. - Aligned with ES's Haul Out and Vessel Cleaning project, with ICC	- Achieved - Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
			the Regional Aquaculture Strategy.	and SDC's Spatial Planning processes.	
Digital Presence Great South website redesigned to ensure accurate and up-to-date information is provided to shareholders and wider communities.	10% increase in visitor numbers from the previous year.			- This was not a SOI KPI in 2025/2026 financial year. However, data available on DISH shows: - Milford Sound Passenger numbers increased by 9.1% (from 757,000 to 827,000). - Visitor spend increased by 5% (from \$357 million to \$374 million). - Regional Events hosting 500+ people grew by 6.5% from 139 events to 148 events.	Not achieved
Building Capability in our Businesses Continue support for businesses via a range of services including Regional Business Partner (RBP), workshops, events, webinars, Callaghan Innovation Research and Development.	Great South Business Consultations 150. Great South Business Engagements 250 (MBIE Contract ends 2024/2025).	Business in Southland - A Regional Guide Resource document that outlines useful information for new and potential businesses to the region.	Maintain the regional guide to support new businesses to Southland.	- The Murihiku Southland Business Guide, a condensed version of the guide and several Regional Industry Capability reports have been established. - RBP Business engagements and consultation KPIs were not included as SOI KPIs however, the team successfully delivered 166 Business Consultations (discoveries) and 266 Business Engagements.	- Achieved - Achieved
Content Focus on Web, Social, PR/Media and Partnerships (e.g., Air New Zealand).	Ensure 85% of website traffic comes from key markets in New Zealand, Australia, North America, Europe, Asia.	Consumer Marketing Promote Murihiku Southland as a year-round destination for travellers from New Zealand, Australia and	Ensure 85% of website traffic comes from key markets in New Zealand, Australia, North America, Europe, Asia with two partnered digital campaigns.	- Southland NZ – 91.9% of traffic came from target markets. - Fiordland NZ – 91.4% of traffic came from target markets.	Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
	Five to eight media Famils held.	other key markets resulting in more visitors.		Ten digital campaigns delivered alongside five Tourism Boost Funding partner campaigns.	
	Forty-five media results achieved.	Media Increase positive travel media coverage for Murihiku Southland, promoting the region's diverse activities and experiences and drive regional spread, growth and seasonality.	- Three media famils. - Fifteen media results and where possible measurement of reach and equivalent advertising value (EAV).	- Fifteen media famils completed. 357 media results achieved with a reach of 517,119,114 cumulative audience and an AVE (Advertising Value Equivalent) of US\$6,240,091.26.	- Achieved - Achieved
Showcasing Our Region Trade Events, Trade Famils and TRENZ.	Attend five Trade Shows, two partnered Famils.	Showcasing Our Region Trade Events, Trade Famils and TRENZ.	- Attend five trade shows. - Attend two partnered famils. - Two Murihiku itineraries in line with Milford Opportunities Project pillars supporting regional and seasonal spread.	Five trade shows attended including: TRENZ, TNZ Regional Showcase 2026 Event, RTNZ RTO Inbound Avent, Southern Way Trade Events, TNZ Connect.	Achieved
				- Six partnered trade famils. - Three Murihiku itineraries developed and further supported two itineraries developed by trade partners.	- Achieved - Achieved
		New Experiences	- Introduce one new iwi partnered experience. - Establish local cruise network.	This is work in progress and will carry on in 2026/2027 financial year.	Not Achieved
				Local cruise network established with pre and post meetings in Bluff.	Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
Business Events Deliver Business Events Strategy.	Attend three conference events. Confirm six new conferences for the region. Host two Famils in Murihiku.	Business Events Develop Murihiku Southland as a Business Events destination in line with Business Events Strategy.	- Attend min three conference events. - Events sales calls.	- Three conferences attended including: IAPCO, Meetings26, PCOA conference. - Seven face-to-face sales calls made. Business Events Famils were not a SOI KPI, however the team hosted two famils: - Distinction Group four conference specialists. - NZ Association of Orthodontists. - A law firm from Auckland. - The Conference and Events Management team. Eight conferences were brought to the region.	- Achieved - Achieved - Achieved - Achieved
Destination Development Progress key projects from the Murihiku Southland Destination Strategy 2023 -2029.	Progress at least five projects from the Murihiku Southland Destination Strategy 2023 – 2029.	Destination Development Progress projects from the Murihiku Southland Destination Strategy (MSDS).	Progress three projects from the Murihiku Southland Destination Strategy (MSDS).	- Three projects progressed including; Murihiku Southland as a Dark Skies destination, progress on Bluff Motupōhue Tourism Master Plan (BMTMP). - Progressing the Taurapa feasibility and supporting the Matariki Pou project.	Achieved
Murihiku Southland Sustainable Tourism Programme.	Two Murihiku Sustainable Tourism Programmes held.			This was not a SOI KPI in 2025/2026 financial year.	Not Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
Maintain website calendar listings for regional events.	5% increase on number of events listed 2024/2025. 5% increase on number of overall page views 2024/2025. 10% increase on number of pageviews from within Southland based on 2024/2025 (baseline: 14,000).	Regional Events Calendar Maintain Southlandnz.com website calendar listings for regional events.	10% increase on number of events listed (target: 759 events). 10% increase on number of overall page views (target: 44,000 views). 15% increase on number of overall page views from within Southland (target: 16,100 views).	635 events listed. 40,915 page views for the year (93% of target). 12,580 views from Southland based users (78.1% of target).	- Not Achieved¹ - Not Achieved¹ - Not Achieved¹ *¹ The Events Manager position was vacant for app. 6 months of the financial year
Support Major Southland Events	Support delivery of Burt Munro Challenge. Deliver ILT Kidzone Festival.	Unmissable Regional Events	- Support delivery of Burt Munro Challenge. - Identify areas to develop capability of the BMC.	- Burt Munro successfully delivered in February 2026. - Introduced digital capability which Great South will continue to lead next year. - In April 2026, an RFP process to identify a new operator to deliver ILT Kidzone in 2027 was undertaken. The event was not delivered in 2025.	- Achieved - Achieved - Not Achieved
		Regional Marketing of Events	- Six cluster events. - Four seasonal campaigns	The six cluster events included: Food and Culinary, Culture, Heritage and Arts, Walking and Outdoor, Agritourism and Rural, Sport and Recreational Community, Music and Seasonal events.	- Achieved - Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
			Marketing of unmissable events	- Eleven seasonal campaigns delivered. - Seventy-four posts created to promote our five main unmissable events. This year our unmissable events were featured in Kia Ora magazine, under 'Places to be'.	Achieved
Monitor Emissions Complete annual regional emissions reporting by emissions source.	Produce annual emissions report.	Monitor Emissions Complete annual regional emissions reporting as soon as national monitoring data becomes available.	Produce the Regional Emissions Report for 2024 as soon as national monitoring data becomes available.	Southland Regional Greenhouse Gas Emissions Inventory Report for 2024 completed.	Achieved
Deliver business decarbonisation outreach and public socialisation workshops.	Two information workshops and at least one Decarbonisation Workshop Series held.			This was not a SOI KPI in 2025/2026 financial year.	Not Achieved
Energy Planning Implement the Net Zero Southland report.	Implement Net Zero Southland Strategy and support Regional Climate Change Strategic Planning.	Net Zero Planning Implement the Net Zero Southland Plan and Emissions Reduction.	- Evaluate the Southland Regional Emissions Reduction against the 1990 emissions and report on the findings by September 2025. - Seek public feedback on the revised Net Zero Southland Plan (2025) and publish the final report by March 2026.	- The 1990's emissions target was set at 5% reduction. Southlands came out with the figure of 5.7% below which equates to 49,500 tonnes below our international obligations. - This work was delayed due to late information from two of our region's largest industries. The public consultation will take place in 2026/2027 financial year.	- Achieved - Not Achieved

LTP KEY PERFORMANCE INDICATORS		STATEMENT OF INTENT KEY PERFORMANCE INDICATORS			
Description	KPI target 2025/2026	Description	KPI target 2025/2026	Result 2025/2026	Achieved
Implement the Regional Energy Strategy.	Implement two actions from the reports.	Implementation of the Regional Energy Strategy	Support the Regional Energy Project Implementation including New Renewable energy projects, energy efficiency, wind, solar, biomass and methane recovery and use cases.	(Solar) Powering Southland public event held and Solar and Wind Energy maps created.	Achieved

Next Steps

The final record of Great South performance against the KPIs included in the LTP and SOI will be included in the Annual Report.

Attachments

Nil.