

Ashburton District Council

AGENDA

Notice of Meeting:

A meeting of the Ashburton District Council will be held on:

Date: Wednesday 28 June 2023

Time: 1.00pm

Venue: Council Chamber

Membership

Mayor	Neil Brown
Deputy Mayor	Liz McMillan
Members	Leen Braam
	Carolyn Cameron
	Russell Ellis
	Phill Hooper
	Lynette Lovett
	Rob Mackle
	Tony Todd
	Richard Wilson

Meeting Timetable

Time	Item
1.00pm	Council meeting commences
2.50pm	Welcome to new staff

1 Apologies

2 Extraordinary Business

3 Declarations of Interest

Members are reminded of the need to be vigilant and 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.

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Business Transacted with the Public Excluded

18	Council 7/06/23	PE 1
	<ul style="list-style-type: none"> • West St carpark Section 7(2)(h) Commercial activities [Now in open meeting] • Solid waste services contract extension 	
19	Community Grants 2023/24	PE 2
	Section 7(2)(h) Commercial activities	
20	Library & Civic Centre PCG 13/06/23	PE 5
	Section 7(2)(h) Commercial activities	
21	Award Contract WWAT0299 – Ashburton wastewater renewals 2022/23	PE22
	Section 7(2)(h) Commercial activities	
22	District Licensing Committee appointments	PE 30
	Section 7(2)(a) Protection of privacy of natural persons	
23	EA Networks Shareholder Committee appointment	PE 35
	Section 7(2)(a) Protection of privacy of natural persons	
24	Friendship Lane development	PE 39
	Section 7(2)(h) Commercial activities	

4. *Council Minutes – 7 June 2023*

Minutes of the Council meeting held on Wednesday 7 June 2023, commencing at 1.00pm in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown; Deputy Mayor Liz McMillan; Councillors Leen Braam, Carolyn Cameron, Russell Ellis, Phill Hooper, Lynette Lovett, Rob Mackle, Tony Todd and Richard Wilson.

In attendance

Hamish Riach (Chief Executive), Toni Durham (GM Democracy & Engagement), Leanne Macdonald (GM Business Support), Neil McCann (GM Infrastructure & Open Spaces), Sarah Mosley (GM People & Facilities), Ian Hyde (Planning Manager), Janice McKay (Communications Manager) and Phillipa Clark (Governance Team Leader).

Staff present for the duration of their reports: Mark Low (Strategy & Policy Manager), Femke van der Valk (Policy Advisor), Erin Register (Finance Manager) and Tania Paddock (Legal Counsel).

Presentations

Canterbury Mayoral Forum – 1.26pm-1.40pm

Tuia – 2.48pm-3.07pm

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes – 17/05/23

That the minutes of the Council meeting held on 17 May 2023, be taken as read and confirmed.

McMillan/Braam

Carried

5 Biodiversity Advisory Group – 8/05/23

That Council receives the minutes of the Biodiversity Advisory Group meeting held on 8 May 2023.

Braam/Lovett

Carried

6 Creative Communities Fund Assessment Committee – 4/05/23

That Council receives the minutes of the Creative Communities Fund Assessment Committee meeting held on 4 May 2023.

Todd/Braam

Carried

8 Review of Local Alcohol Policy

The Mayor proposed that 12am be applied to the one-way door policy which would then be consulted on.

Officers advised against changing the time. No feedback had been received from stakeholders opposing the existing 1am restriction and it is generally agreed the time works well. Officers will check the rationale for 1am being applied when the policy was previously reviewed.

1. **That** Council approves the draft Local Alcohol Policy for consultation from 14 June to 14 July 2023.
2. **That** Council adopts the Local Alcohol Policy consultation document.

Lovett/Cameron

Carried

9 Financial Reports

Council received the financial variance and the EA Networks Centre income and expenditure reports for April 2023.

Roading – officers were asked to provide a breakdown on the roading loan. This will be investigated and reported back.

EA Networks Centre income and expenditure – the Mayor asked for this report to be instead referred to the Audit & Risk Committee which would enable more detailed discussion. It was acknowledged that the Committee’s terms of reference don’t currently provide for this.

That the EANC income and expenditure report be referred to the Audit & Risk Committee and that the Committee’s terms of reference be amended accordingly.

Cameron/Wilson

Carried

10 Deputy Mayor’s report

The Deputy Mayor referred to the Bike Skills Park meeting on 1 June, noting that information provided by the Timaru Bike Skills group has been valuable. There is considerable interest in developing the skills park locally, including from service clubs. Work is underway to identify a suitable site.

That the Deputy Mayor’s report be received.

McMillan/Hooper

Carried

7 Canterbury Mayoral Forum’s Plan for Canterbury 2023-2025

Timaru District Mayor, Nigel Bowen was welcomed to the meeting.

Mayor Bowen spoke about the work that the Canterbury Mayoral Forum undertook three years ago on the *Plan for Canterbury*. The review in January looked at creating flexibility and priorities, and the Plan is considered to be fit for purpose. The CMF is continuing to advocate for policies that work for Canterbury.

Mayor Bowen was questioned on the public transport system operating in Timaru (an Uber-based system). He confirmed that it is successful but the challenge now is the higher cost due to demand (600-700 people using the buses daily). The trial has been extended and the model is being looked at by other councils. It was further reported that the feasibility of a public train service in Canterbury will be discussed by the Regional Transport Committee

That Council receives the Canterbury Mayoral Forum’s *Plan for Canterbury 2023-2025*.

Hooper/McMillan

Carried

11 Mayor’s report

• LGNZ Annual General Meeting

That the Mayor be authorised to vote on behalf of Council at the Local Government New Zealand AGM 2023, and (in the Mayor’s absence) the Deputy Mayor be the alternate presiding delegate.

Ellis/Todd

Carried

- **Governance Structure**

Council’s schedule of elected member appointments for 2022-25 has been updated to include Cr Mackle’s appointments.

- **LGNZ Ākona**

That Council registers for the Local Government NZ Ākona learning and development programme for a 12 month period at a cost of \$8,500 plus gst.

Mayor/McMillan Carried

That the Mayor’s report be received.

Mayor/Todd Carried

Business transacted with the public excluded – 1.55pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – 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:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
12	Council 17/05/23 <ul style="list-style-type: none"> • Waitaha Health Board • EANC maintenance • ABE land • Library & Civic Centre PCG [Now in open meeting] • Service lane – Kermode St 	Section 7(2)(a) Section 7(2)(h) Section 7(2)(h) Section 7(2)(h)	Protection of privacy of natural persons Commercial activities Commercial activities Commercial activities
13	Solid Waste Services Contract	Section 7(2)(h)	Commercial activities
14	West St carpark	Section 7(2)(h)	Conduct of negotiations

Lovett/Braam Carried

Council resumed in open meeting at 2.46pm.

Tuia presentation – 2.48pm

Poppy Surridge, the Mayor’s 2023 Tuia appointee provided Council with an overview of her involvement and attendance at a recent wananga in Hamilton. Poppy is excited to be this year’s Tuia . The Hamilton wananga was an opportunity for Tuia reps to better understand their history and to be given an insight into generational trauma which still plays out in young Maori lives today.

Poppy commented positively on her experiences and thanked the Mayor and Deputy Mayor for their support.

Welcome to Staff

Katie Perry, People & Capability Manager introduced new staff members – Ian Coleman (Horticulturist), Amanda Tondelo (Horticulturist), Sharne Adams (Accounts Administrator) and Lily Wang (Digital Communications Officer).

Business transacted with the public excluded now in open meeting

- **Extension of Contract – Ashburton Solid Waste Services 2017-2024**

That Council approves the extension of the Ashburton District Solid Waste Services 2017-24, Contract RR-AO 16/10 to Enviro NZ for a further two years, with a finish date of 31 August 2026.

Ellis/Cameron

Carried

The meeting concluded at 3.09pm

Confirmed 28 June 2023

MAYOR

5. Methven Community Board – 12/06/23

Minutes of the Methven Community Board meeting held on Monday 12 June 2023, commencing at 10:30am, in the Mt Hutt Memorial Hall Board Room, 160 Main Street, Methven.

Present

Kelvin Holmes (Chair), Megan Fitzgerald, Allan Lock, Richie Owen, Robin Jenkinson, Deputy Mayor Liz McMillan and Cr Rob Mackle.

In attendance

Cr Richard Wilson, Neil McCann (GM Infrastructure & Open Spaces), Hernando Marilla (Operations Manager), Justin Bloomfield (Operations and Services Officer), Rick Catchpowle (Environmental Monitoring Manager), Linda Clarke (Communications Advisor) and Carol McAtamney (Governance Support).

One member of the public.

A special welcome was extended to Councillor Rob Mackle who was the successful candidate at the recently held Western Ward by-election.

1 Apologies

Mayor Neil Brown (absence)

Sustained

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes

That the minutes of the Methven Community Board meeting held on 1 May 2023 be taken as read and confirmed.

Lock/Jenkinson

Carried

5 Time Restricted Parking – Methven Mall

Recommendation to Council

That the Methven Community Board recommend to Council that a 30 minute parking restriction be introduced for 5 of the 15 angle parks adjacent to the Supervalu Supermarket in Methven Mall.

Jenkinson/Owen

Carried

6 Activity Reports

That the reports be received.

Fitzgerald/McMillan

Carried

- **Revenue & Financing Policy – drinking water**

The Board are to undertake a visit to the new Methven membrane plant building at the conclusion of the meeting.

- **Transportation and Parking By-law**

As part of the Transportation and Parking By-law hearings/deliberations Council agreed to approve the Methven Mall as a one way street.

- **Draft Economic Development Strategy**

The Board agreed to prepare and submit a submission to Council prior to the deadline of 18 June 2023. The two Council elected representatives, Councillors Rob Mackle and Liz McMillan, will not take part in the preparation of the submission as when it is presented to Council they would then have a conflict of interest.

- **Refuse Collection**

There was a report of a number of black rubbish bags being left on the roadside, which do not get collected by Council, outside a lodge for a number of days. It was felt that it there was a need for a reminder to be sent to lodges in the area clarifying Council refuse collection rules.

- **Methven Cemetery**

A copy of the cemetery planting plan is to be sent to members.

- **Watermain renewals 2023/24**

Watermain renewal work is programmed to commence late June 2023. Part of this programme is the upgrade to Mackie Street (between Barkers Road and Kilworth Street) and a request has been made to ensure work in this area is not being undertaken on 24 August as there is a community event scheduled.

- **Solid Waste Management**

The development of a transfer station at the Methven drop-off facility has been budgeted in the capital renewals programme of the 2024-31 Long Term Plan.

The Board were asked their views on whether the existing drop-off yard is the most appropriate long-term location for both the recycling and green waste yard.

Officers are to undertake investigations into alternative sites (e.g. Vaughan Road or Pudding Hill Road sites) and report back with options for consideration.

Business transacted with the public excluded – 11.17am

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
9	Methven Community Board 01/05/23	Section 7(2)(h)	Commercial activities

Owen/Fitzgerald

Carried

[The PE minutes of 1/05/23 will note that Allan Lock, Megan Fitzgerald and Kelvin Holmes attended a follow-up meeting with Richie Owen in respect to a grant application.]

There being no resolutions passed, the Board resumed in open meeting and concluded at 11.21am.

The meeting concluded at 11.21am.

Confirmed 24 July 2023

Chairman

6. Adoption of Revenue and Financing Policy – Methven-Springfield Drinking Water

Author	<i>Richard Mabon, Senior Policy Advisor</i>
Activity Manager	<i>Erin Register, Finance Manager</i>
Executive Team Member	<i>Leanne Macdonald, Group Manager Business Support</i>

Summary

- The purpose of this report is to present the Revenue & Financing Policy for drinking water to Council for adoption.
- Council is investing \$7.1M on upgrading the Methven water treatment plant (including the Methven-Springfield water supply) to meet community expectations of service quality and NZ Drinking Water Standards. The impact on operating costs for Methven-Springfield ratepayers is expected to be unacceptable.
- Council has consulted with residents on a range of options, following processes set out in the Local Government Act 2002. Council received 30 submissions and heard and deliberated on those submissions on 31 May 2023. The recommendations in this report reflect the decisions and debate from that meeting.
- Since the Council deliberations, officers have identified a need for a further resolution to clarify Council's intentions in relation to the frequency of billing in the Methven-Springfield scheme.

Recommendation

- 1. That** Council approves the Revenue and Financing Policy – Drinking Water attached as Appendix 1.
- 2. That** Council confirms that the billing frequency for the Methven-Springfield supply will be annual, on the same basis as other extraordinary residential consumers.

Attachment

- Appendix 1** Revenue and Financing Policy – Drinking Water
Appendix 2 Hearings & Deliberations minutes 31/05/23

Background

The current situation

1. Council is currently upgrading the Methven water treatment plant to provide membrane filtration and other upgrades to meet NZ Drinking Water Standards and address community concerns about the quality of drinking water and repeated use of boil water notices. The plant will provide treated water to both the Methven township and the Methven-Springfield water supplies. The budget for this work is \$7.1M.
2. Methven township is already part of the District Water Group (DWG)¹. There are around 11,700 households and businesses in the Group throughout the District. This spreads the increased costs and means that major upgrades are more affordable for small communities.
3. Methven-Springfield is not part of the DWG. There are 67 connected units in the Methven-Springfield Supply. A “household” in Methven-Springfield pays \$3,165.90 in 2022/23 for drinking water. This will increase about 21% to \$3,848.90 in 2023/24. A household in the DWG will increase around 6.7% to \$579.50 by comparison.

Draft Policy and public consultation

4. Council adopted the draft policy as a basis for public consultation on 5 April 2023. It followed some pre-engagement with Methven-Springfield consumers.
5. Council consulted under S. 82 of the Local Government Act 2002. Council received 30 submissions, including two submissions from people wishing to be heard.
6. A Submissions Booklet and a Summary of Feedback with officer commentary is publicly available on Council’s website.
7. Submissions were heard and deliberated upon at a hearing held on 31 May 2023. Council decisions made during those deliberations are recorded in minutes which form part of the Council agenda for 28 June 2023.

Billing frequency for Methven-Springfield

8. Officers note that Council has not previously explicitly addressed the matter of billing frequency in its decision-making on this issue. Council adopted the 1.2 plus 1 model as its preferred solution after deliberations. Several councillors noted that their reasons for this preference included the desire to be consistent with how Council treats extraordinary residential consumers (Residential D and Rural A). These consumers have their meters read quarterly and they are billed annually for their consumption over 438 cubic metres.

¹ Supplies in the Group are Ashburton, Chertsey, Fairton, Hakatere, Hinds, Mayfield, Methven, Mt Somers and Rakaia.

9. Officers who attended the deliberations believe that this is also Council's intention for Methven-Springfield consumers. However, Officers note that the consultation material referred to quarterly invoicing and billing, and therefore believe it would be desirable for Council to confirm its intention by resolution, so there is no dispute over what Council intended.

Options analysis

Options consulted on

10. Council consulted on four Options. These were:
 - A 1.2 plus 1 option. Under this option, Methven-Springfield ratepayers come into the District Water Group. Each Methven-Springfield ratepayer will receive an allocation of 1.2 cubic metres of water per day for the first SUIP on their rating unit, plus 1 cubic metre per day for each subsequent SUIP. Water allocated and consumed in excess of the water allocation from the SUIPs alone will be charged on a volumetric basis at \$1.00 per cubic metre consumed.
 - A 6 plus 1 option. This is similar to the 1.2 plus 1 option, except that each Methven-Springfield ratepayer will receive 6 cubic metres of water per day for the first SUIP on their rating unit. In all other respects it is the same.
 - A 12 plus 1 option. This is similar to the 1.2 plus 1 option, except that each Methven-Springfield ratepayer will receive 12 cubic metres of water per day for the first SUIP on their rating unit. In all other respects it is the same.
 - Status Quo. Under this option, Methven-Springfield ratepayers will not enter the District Water Group and will continue to fund their drinking water under the current policy settings.
11. Council resolved at deliberations that it would adopt the 1.2 plus 1 model as its preferred policy. Council also resolved that there would be no charge on serviceable properties in the Methven-Springfield supply.

Option one – Adopt the Revenue and Financing Policy and confirm annual billing as the preferred frequency for Methven-Springfield (Recommended)

12. Under this option Council will confirm the deliberations of 31 May, adopt the Revenue and Financing Policy with wording to reflect the decision, provide alignment with the rating resolution and clarify the billing for Methven-Springfield as annual billing.

<p>Advantages:</p> <ul style="list-style-type: none"> • This Option is consistent with Council’s deliberations on 31 May and provides clarity regarding billing frequency for Methven-Springfield. • This Option gives consumers more leeway to manage seasonal fluctuations in water consumption as high-use quarters can be offset by lower-use quarters. • This is consistent with how Council treats its residential extraordinary consumers in Rural A and Residential D. 	<p>Disadvantages:</p> <p>Consumers who do not track their usage can face a high bill at the end of the financial year.</p>
<p>Risks:</p> <p>Council provides information on its website advising consumers how to read their meter. This advice enables consumers to manage this risk.</p>	

Option two – Adopt the Revenue and Financing Policy and confirm quarterly billing as the preferred frequency for Methven-Springfield

13. Under this option Council will confirm the deliberations of 31 May, adopt the Revenue and Financing Policy with wording to reflect the decision, provide alignment with the rating resolution and clarify the billing for Methven-Springfield as quarterly billing.

<p>Advantages:</p> <ul style="list-style-type: none"> • This Option is consistent with Council’s deliberations on 31 May and provides clarity regarding billing frequency for Methven-Springfield. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • This is not consistent with Council’s decisions re billing for residential extraordinary consumers in Residential D and Rural A zones. • This Option gives consumers less leeway to manage seasonal fluctuations in water consumption as high-use quarters cannot be offset by lower-use quarters.
<p>Risks:</p> <p>Inconsistent treatment of ratepayers with identical allocation of water will be perceived as unfair.</p>	

Legal/policy implications

Revenue & Financing Policy

14. The Revenue and Financing Policy is attached as Appendix 1. Edits as a result of deliberations on 31 May 2023 are highlighted. Officers have included more text around high use to ensure clarity of meaning and clear linkages between the Policy and the rates resolution.

Local Government Act 2002

15. The processes followed in preparing and consulting on the draft Policy and deliberating on public submissions are compliant with the Local Government Act 2002

Local Government (Rating) Act 2002

16. The rating tools proposed in all of the consultation Options are lawful under the Local Government (Rating) Act 2002.

Climate change

17. Council has ensured that the Methven Water Treatment Plant is designed to be resilient for adverse events which will be more frequent and severe due to our changing climate. This includes risks such as floods, wind and snow.

Strategic alignment

18. The recommendations relate to the four well-beings for the reasons set out in the table below:

Wellbeing		Reasons why the recommended course of action has an effect on this wellbeing
Economic	✓	Fair allocation of costs through good policy has a beneficial economic impact on the community
Environmental	✓	Fair allocation of costs through good policy can encourage more prudent use of water.
Cultural	✗	
Social	✓	Avoiding unfair allocation of costs through good policy has a beneficial social impact on the community

Financial implications

Requirement	Explanation
What is the cost?	Direct costs relate to the development of, and consultation and decision-making on, the policy. There are costs associated with collection of revenue. These costs are covered by operating budgets.
Is there budget available in LTP / AP?	Yes. Operating budgets for Strategy and Policy, Communications and Finance Teams.
Where is the funding coming from?	These operating budgets are effectively funded by the allocation of overhead costs to activities from rates, fees and charges.
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager

Significance and engagement assessment

19. Council conducted pre-engagement with the Methven-Springfield consumers before consulting under S.82 of the LGA 2002.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – one-way communication
Rationale for selecting level of engagement	<ul style="list-style-type: none"> • Consultation has occurred on the draft policy as required. This step is concerned with Council’s final decision on the matter. • Pre-engagement with residents took place before formal public consultation. Community consultation with the public took place from 6 April to 7 May. A hearing was held on 31 May. • Following adoption of the Policy, the new policy will be placed on Council’s website and Council will write to all submitters.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Appendix 1 – Revenue & Financing Policy – Drinking Water

Activity description	<p>Council provides drinking water to homes and businesses through 12 potable water schemes which service over 70% of residents. Council is responsible for sourcing, treating, reticulating and monitoring the water supplied. Council rates for the loan interest and principal costs for two non-Council drinking water supplies – Lyndhurst and Barrhill. This is done through a voluntary rate as provided for under this policy</p>
Community outcome(s)	<p>A balanced and sustainable environment - the sustainable use and management of water is of central importance to all residents and promotes environmental well-being.</p> <p>A prosperous economy based on innovation and opportunity - access to safe quality drinking water is important for economic wellbeing.</p>
Who benefits and when?	<p>Group benefit 100% - provided to residents able to connect to Council water schemes and access water on a daily basis.</p>
Whose acts create a need?	<p>Extraordinary and ordinary supply are defined in the Water Supply Bylaw 2016. Extraordinary use can place extra burden on the supply necessitating greater storage capacity etc. Such users should pay for their extraordinary supply on a volumetric basis. Council has two categories of extraordinary use::</p> <p>Extraordinary use is defined as a category of on-demand supply including all purposes for which water is supplied other than ordinary supply and which may be subject to specific conditions and limitations.</p> <p>Residential extraordinary use is defined as properties connected to the Council water supply network located in:</p> <ul style="list-style-type: none"> • Residential D or Rural A zones of the Ashburton District Plan; or • The Methven-Springfield Rural/Agricultural Water Supply area. <p>For extraordinary properties, the rates will be a fixed amount per 1,000 litres of water in excess of 90 cubic metres consumed in the quarterly periods during each year. The quarterly periods are 1 July to 30 September, 1 October to 31 December, 1 January to 31 March, and 1 April to 30 June. These properties will be billed on a quarterly basis.</p> <p>For residential extraordinary properties, the rates will be a fixed amount per 1,000 litres of water in excess of 438 cubic metres consumed per annum. Meters will be read on a quarterly basis and billed annually. The period is 1 July – 30 June.</p> <p>Vacant sections and unconnected rating units benefit from the provision of firefighting capacity and should be charged an availability charge.</p>
Separate funding	<p>The benefits of this activity are primarily private therefore separate funding through a targeted rate is considered appropriate. Extraordinary and extraordinary residential connections are considered ‘high users’ therefore are charged for any excess of their allocation.</p>
Funding Sources	<p>Operating expenditure – targeted rate UAC 100%</p> <p>Rated as a fixed rate on all connected properties to promote affordability. The exceptions are:</p> <ul style="list-style-type: none"> • Lyndhurst and Barrhill (fully funded within each scheme)

- Montalto (rate is based on property size), non-residential and residential extra-ordinary properties (targeted fixed rate for a set amount of water with excess water charged per cubic metre)
- Serviceable but not connected properties (charged half the fixed rate) **except in Methven-Springfield.**

Capital expenditure

- Sourced from operating expenditure, reserves or loan funding.
- Development contributions are levied under Council's Development and Financial Contributions policy
- Government subsidies may be provided for some expenditure. Council rate contribution is net of any subsidies

Appendix 2 – Hearings & Deliberations

Hearing Minutes – 31 May 2023

Minutes of the Council Hearings & Deliberations [**Methven-Springfield (Drinking Water) Revenue & Financing Policy**] held on Wednesday 31 May 2023, commencing at 9am in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown; Crs Richard Wilson (Chair), Leen Braam, Carolyn Cameron, Russell Ellis, Phill Hooper, Lynette Lovett, Rob Mackle, Liz McMillan and Tony Todd.

Apologies: Nil

In attendance

Hamish Riach (Chief Executive), Toni Durham (GM Democracy & Engagement), Leanne MacDonald (GM Business Support), Neil McCann (GM Infrastructure Services), Andrew Guthrie (Assets Manager), Mark Low (Strategy & Policy Manager), Richard Mabon (Senior Policy Advisor), Erin Register (Finance Manager), and Phillipa Clark (Governance Team Leader).

One member of the public

The Chair advised that one submitter will be speaking in support of his submission today and Council will then consider the remaining submissions.

Submitter: Graham Robertson (9am-9.13am)

Key points:

- Understands that the problem has arisen because of the policies around drinking water standards
- Choices are wide-ranging. Submitter argues that the decisions were taken out of the hands of those paying for and still connected to the Methven-Springfield water supply.
- Can think of other options such as individual treatment units into households (stockwater delivered under previous regime), option of everyone on supply being given other water to service the household
- Given the choice has been made by Council, the users had no choice. Should not have to pay for an increase as they have had no choice.
- There are alternative water supplies in the area – wells that still work, an irrigation scheme that can provide stockwater over winter. Can see that in the future there will be a high quality system without people using it.
- Submits that the lowest cost option be provided.

Mayor

- Council made the decision to include Methven Springfield with Methven, as it's more cost effective. Will meet the Drinking Water Standards in July (this is the key driver).
- Point of supply option – a good question that Council will give further consideration to.
- Focus today is to have the Mvn-Spr scheme join the wider district group so costs can be spread

LMc

- Have most households been affected by the numerous 'boil water notices' over the years?

GR

- Uncertain. When he lived on the scheme, presumed that when notices were issued the problem had been there for some time.

RW

- Does it require a large change of infrastructure to connect into irrigation

GR

- Relatively small – a main line from the irrigation intake. The submitter would choose this

TT

- Asked submitter which of Council's options he would choose.

- GR • The option where payment will be the same as it is currently. Such as a connection that would be the same as any other resident on a Council supply in the district. The full cost would be prohibitive and the death knell of the scheme.
- LB • Does the submitter's farm have bores.
- GR • 2 irrigation wells, plus ALI scheme, but using the system. Wells on property are shallow but have been used – so plenty of options.

Presentation concluded 9.13am.

Summary of submissions

Pete Donald

- LL • Noted submitter's comment that Mt Hutt skifield is causing contamination and asked what testing has been done.
- AG • Discharge consents are an ECan function.
- LMc • Aquifer Locations have put their submission on a Facebook posts, and that's attracted comments in response. Asked if the staff comments will be provided to the submitter.
- RM • In this case, the full staff response will be provided to the submitter.

Len Doel

- CC • What is meant by the 'polluter pays'
- RM • LGA principle – idea being that the way people contribute to funding an activity should reflect the demand they place on the activity.

• Preferred Policy Settings

- RM • Option 2 is what happens in rest of the group (Rural A and Residential D)

• Current Drinking Water Sources

- **McKenzie**
- LB • Questioned why there was a submission from a person on the Montalto scheme
- RM • All submissions valid – noted that Montalto is next in line for review

• Late submissions

- RM • While late, the submission from John Stowell was received in time for officers to make comment (included in summary of submissions).

That the late submission be accepted.

McMillan/Cameron

Carried

- Matua submission – received on time (omitted from first version of full submission document)

Deliberations

- CC • Noted 60% would join the scheme – have their preferred options / policy been determined?
- RM • Graph – pg 9 shows this.
- CC • Noted only 10% would choose Option 2 (Council's preferred option).
- HR • Process is to ask the Group to contribute to the scheme – that's the balance.
- CC • Can people opt out (the 67 current users of Mvn-Spr scheme).
- RM • Their alternative is to get their water from somewhere else.
- AG • If leaving the scheme, those persons would be responsible for their own supply – if they have dwellings on the property (more than one house) then they would have to meet the same drinking water standards as Council.
- LL • Noted the half charge imposed on others in group but this scheme will be exempt.
- RM • Not proposing to have a half charge on serviceable properties – not equivalent to a vacant section on a residential scheme.

- RB
 - Talked about effects of people leaving the scheme (high users) – the transfer of financial cost of one party leaving to remaining users is quite small, and creates more capacity in infrastructure to service growth in Methven township and potentially Mvn-Spr.
- Mayor
 - Why did Pete Donald's offer not progress?
- AG
 - Identified a site in conjunction with Aquifer Locations, but landowners did due diligence and decided not to participate (likely due to a community water supply being put on his property which would be restrictive). Other sites were too far from Council's reticulation, and near a contaminated pit.
- Mayor
 - Point of supply option – were those options looked at for households.
- AG
 - Have exhausted efforts trying to find solutions for this and other supplies. Looked at point of entry at time MoH made rules and couldn't make it work then – now more onerous under Taumata Arowai.
- Mayor
 - One submitter asked about metering water and staff commented that meters will be put on.
- AG
 - Meters and restrictors will be put on. Metering will identify use below allocation but won't let them take more than allocation. On track to have these installed by 1 July.
- LB
 - Can people get access to irrigation companies so that Springfield is more for households.
- Ag
 - Would vary – given geographical area of Mvn-Spr. Noted submitter this morning commented that farmers will do what's best and will take other options.
- RW
 - Questioned how 'fairness' between others in group works.
- RM
 - Today's decision is about what is affordable and what is fair – treating everyone equally in some situations can produce an outcome that isn't fair.
- TT
 - The Montalto scheme was alluded to – is that a separate project.
- AG
 - Separate scheme – submitter observed the fact that Montalto is being looked at for a water upgrade.
- LL
 - South Canterbury and Waimakariri have district wide water schemes – has a comparison been made with those districts.
- RM
 - Looked at Waimakariri – they don't have a group scheme.
- CC
 - Looking at policy options – is there information to show what the rest of the district pays (if 12+1 option is chosen).
- RM
 - Have an estimate (shown in deliberation slides).
- Mayor
 - Noted Montalto is mainly a stockwater system. A working group was set up (through 3Waters) to look at rural water schemes. What was the outcome?
- HR
 - Recalls that consumers/owners would have a choice to either opt out of the reform and assume responsibility. Still standards to be met. Would expect few would choose to do that.
- RM
 - From those who have provided information, there seems to be a good proportion with wells. Not a big enough sample to draw conclusions.
- RW
 - 548.90 is district water group charge – not clear. Others have no charge above a certain amount (only some of the small blocks in town charged above threshold).
 - This is essentially a change of a stockwater system changing to a drinking water – in this case, there appears to be a lot of other options for stockwater supplies – should be concerned about the people who have no other option but to use this drinking water supply.
- HR
 - A multi-use supply, but focus is on the fact that Council is supplying drinking water to a number of people, and obligation is to have that drinking water comply with health standards. Council has to find a solution to meet the drinking water standards. Officers have found the best solution to meet Council's obligations – today's discussion is about how it will be paid for.
- CC
 - 60% of people want to join district-wide scheme -but can't look at that in isolation.

Adjourned from 9.59am to 10.16am

- **Powerpoint presentation**

- Recap and options agreed to consult on. Option 4 (12+1) is preferred by majority.
- Water meter data was also requested. Results from meters on 1,138 properties (raw data over a small time period). But good confidence in median and mean figures.
- PH • Noted residential C maximum – how is that so high.
- HR • This reflects the caution that needs to be applied. Rather than focusing on ‘maximum’, instead focus on mean/medium for purpose of this ‘charging’ discussion as that’s where likely average consumption is.
- Separate work being done with full analysis to understand the whole picture.
- Mayor • Does the graph (comparison of options 2023/24) take into account the money spent on the Methven upgrade. Would expect most of the money will be spent.
- RM • No. The full impact will come in the following year.
- LMac • Won’t capitalise until 2023/24 year (full effects will be seen in 2024/25)
- Erin • May pay for assets now, but cost of loan repayments and loan interest will come into effect next year, increasing the price for a smaller number of ratepayers in group.
- RM • Conclusions – status quo not an option, option 2 treats DWG ratepayers more equally than options 3 and 4; option 3 does less to encourage prudent water use than option 2; option 4 does less to encourage prudent water use than 1.2+1 or 6+1.
- RW • Noted submitters have commented on other alternatives they’ll look at if the price gets too high, in which case that would reduce the DWG. Argument is the different payments for different ratepayers.
- LMc • How easy will it be for people to opt out.
- AG • Mvn-Spr in particular would be easier – wouldn’t be levied a half charge, but on other schemes a half charge would still be incurred.
- Scheme users would apply to disconnect and pay the cost of the disconnection.
- RM • Cumulative effects over two years shows comparisons across options.
- HR • Noted the increase across the DWG reflects upgrades going on across the district.
- The debate is how Mvn-Spr is included in the group – the decision to include Mvn-Spr has already been made.
- CC • This is the salient point.
- LMc • The DWG increase will also include work being done at Mt Somers.
- Noted the need for a decision on Montalto, and how that will be included, in near future.
- RE • How many of the 68 users are Residential D. Expects most are rural connections therefore the fairness aspect isn’t relevant. Is it possible to apply the option for Residential D to those connections, and have separate process for others?
- RM • Map shows location of Mvn-Spr water supply, the Residential D and rural zones.
- AG • When discussion was had about 1.2+1 it’s better to drop zoning – what they are is ‘extraordinary users’. As a stockwater scheme, Mvn-Spr are extraordinary users.
- CC • Why take a 2 year view on a scheme that will last for many years.
- AG • Generally a 40 year life for the asset.
- HR • Two year view is to make a comparison with what ratepayers are experiencing now. The impact (upgrade and higher standard of water) is immediate.
- NMc • All of the costs of the work come through in the two years.
- Mayor • Sought confirmation that, if all Mvn-Spr remain on the scheme, there will be a subsequent drop in water rates for the DWG.
- RE • Noted 3+1 is new – is it acceptable to use this when it wasn’t part of the consultation.
- TD • Still within parameters consulted on.
- RW • Need to be careful not to allow some water users to have a low rate of payment – noting a number of people are not connected to district schemes.

- LMc • Should include Mvn Spr in DWG, but not in favour of 1.2+1 option – can't 'clump' everyone as an extraordinary user. Considering 6+1.
- CC • Also supports MS being in DWG – but need to give other extraordinary users in the district the same option (e.g. 6+1).
 - Would support 3+1
- RE • If scheme is made too unaffordable more people will opt out. In favour of 3+1
- LB • Prefers Option 2 (1.2+1)
- Mayor • Prefers Option 2 (1.2+1) – consistent
- LL • Prefers Option 2 (1.2+1)
- TT • Also supports 1.2+1
- PH • Doesn't see 3+1 will lead to less people opting out
 - Supports 1.2+1
- RM • Supports 1.2+1 – believes farmers wanting to connect to irrigation will do that
- LMc • Supporting Option 2 only the basis that Mvn-Spr is joining the scheme
 1. **That** Council resolves that the Methven-Springfield scheme joins the District Wide Group under Option 2 – 1.2+2.
 2. **That** Council confirms that no availability half-charge will apply at Methven-Springfield.
Mayor/Braam

The Mayor, with the seconder's agreement, asked that the motion be taken in parts.

1. **That** Council brings the Methven-Springfield scheme into the District-wide water group.
Mayor/Braam Carried
2. **That** Council confirms that no availability half-charge will apply to the Methven-Springfield scheme.
Mayor/Braam Carried
3. **That** Council confirms that formula of 1.1+2 (Option 2) will apply to the Methven-Springfield ratepayers.
Mayor/Braam Carried

Cr McMillan opposed #3 on the basis that this option wasn't supported by the majority of submitters.

Cr Ellis also spoke against this motion.

A show of hands gave 7 for and 2 against and the motion was passed.

The Chief Executive reported that adoption of the 2023/24 Annual Plan, and the Methven-Springfield report will be deferred until 28 June.

The hearings and deliberations concluded at 11.38am.

7. *Annual Plan 2023/24*

Author	<i>Emily Reed; Corporate Planner</i>
Activity manager	<i>Mark Low; Strategy & Policy Manager</i>
Group manager	<i>Toni Durham; Group Manager, Democracy & Engagement</i>

Summary

- The purpose of this report is to adopt the Ashburton District Council Annual Plan for 2023/24, including the Fees & Charges Schedule.

Recommendation

1. **That** Council adopts the Ashburton District Council Annual Plan 2023/24.
2. **That** Council delegates to the Chief Executive the authority and responsibility to make minor editorial changes and correction of minor errors to the Annual Plan 2023/24 document.

Attachment

Appendix 1 Annual Plan 2023/24 *[Supplementary document]*

Background

The current situation

1. The Ashburton District Council Annual Plan 2023/24 has been prepared based on Year 3 of Council's Long-Term Plan 2021-31.
2. The following workshops were held with Elected Members to discuss the budgets and then the draft version of the Annual Plan.
 - 18 January 2023 – Budget Workshop
 - 22 February 2023 – Budget Workshop
 - 23 March 2023 – Draft Annual Plan 2023/24
3. A memo was sent to Elected Members 22 June 2023 explaining the changes which have been made since the last workshop.

Previous Council decisions

4. On 5 April 2023, Council adopted the recommendation to not consult on the Annual Plan in accordance with section 95 (2a) of the Local Government Act, 2002. There were no significant variances from the Long-Term Plan, which meant that there was no requirement for community consultation.
5. On 19 April 2023, Council adopted the dog control fees ahead of the Annual Plan. This was due to the requirement for dog control fees to be publicly notified for the registration year, under Section 37 of the Dog Control Act 1996.

Options analysis

Option one – adopt the Ashburton District council Annual Plan 2023/24 – (recommended option)

6. Council would adopt the Annual Plan for the 2023/24 financial year.

Advantages <ul style="list-style-type: none">• The plan has been produced in accordance with the Local Government Act 2002 and meets our legislative obligations under the Act and to the Department of Internal Affairs.	Disadvantages <ul style="list-style-type: none">• There have been no disadvantages identified.
Risks <ul style="list-style-type: none">• The community disagrees with aspects of the plan.	

Option three – do not adopt the Annual Plan 2023/24

7. This option would mean Council does not adopt an Annual Plan for 2023/24.

<p>Advantages</p> <ul style="list-style-type: none"> • There have been no advantages identified. 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Council would not meet its legislative obligations under the Local Government Act 2002. • The 2023/24 rates will not be able to be struck on 1 July 2023. • Department of Internal Affairs will need to be notified as they have already signed-off on this annual plan. • The work programmes will not happen / be delayed.
<p>Risks</p> <ul style="list-style-type: none"> • Community upset over projects they were expecting not happening. 	

Legal/policy implications

8. Council is required, under section 95 of the Local Government Act 2002, to adopt an Annual Plan for the 2023/24 year before the commencement of the year to which it relates.
9. The Annual Plan 2023/24 has been prepared within the requirements of the Local Government Act 2002.
10. A new requirement this year, is that the Annual Plan is signed off by the Department of Internal Affairs. On 29 May, we received notification that they had accepted our Annual Plan.
11. Council is required, under section 103 of the Local Government Act 2002, to include its fees and charges as a basis for the Revenue and Financing Policy for the financial year, before the commencement of the Annual Plan.

Strategic alignment

Well-being		Reasons why the recommended outcome has an effect on this well-being
Economic	✓	The Annual Plan includes all Council activities and services which contribute to all four well-beings.
Environmental	✓	
Cultural	✓	
Social	✓	

Financial implications

Requirement	Explanation
What is the cost?	Cost of adoption is covered within current budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	See Annual Plan 2023/24 for details.
Are there any future budget implications?	See Annual Plan 2023/24 for details.
Reviewed by Finance	Not required.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance (if different from assessment)	N/A
Level of engagement selected	1. Inform – one way communication
Rationale for selecting level of engagement	There were no significant variations from the Long-Term Plan 2021-31. As a result, Council decided consultation on the plan was not required. The Methven/Springfield Water Supply Revenue and Financing Policy issue has been consulted on separately and has been incorporated into the plan.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

8. *Setting of the Rates 2023/24*

Author *Erin Register; Finance Manager*
Executive Team Member *Leanne Macdonald; Group Manager – Business Support*

Summary

- The purpose of this report is to recommend that the Ashburton District Council adopts the 2023/24 Annual Plan and Funding Impact Statement and that the Rates 2023/24 be set by resolution of Council.
- The resolution also includes penalty rates for instalments 1-4 in the 2023/24 year.

Recommendation

1. **That** Council sets the following rates under the Local Government (Rating) Act 2002 on rating units in the district for the financial year commencing 1 July 2023 and ending on 30 June 2024.

All section references are to sections in the Local Government (Rating) Act 2002. All amounts are GST inclusive.

- The definition of connected and serviceable is contained in Council’s Funding Impact Statement – Rating Information.
- The definition of separately used or inhabited part of a rating unit is contained in Council’s Funding Impact Statement – Rating Information.
- The definition for the amenity rating area is contained within Council’s Funding Impact Statement – Rating Information.

Uniform Annual General Charge (UAGC)

A uniform annual general charge of \$717.40 per separately used or inhabited part of a rating unit, set under section 15.

The Uniform Annual General Charge (UAGC) funds wholly or in part the following activities of Council:

- Public Conveniences
- Community Grants & Funding
- Ashburton Library
- Ashburton Youth Council
- Council
- Community Safety
- Ashburton Art Gallery and Museum
- EA Networks Centre
- Emergency Management

General rate

A general rate set under section 13 of \$0.000380 per dollar of capital value on each separately used or inhabited part of a rating unit in the district.

The general rate will be used to fund either wholly or in part the following activities of Council:

- Footpaths and Cycleways
- Stormwater
- Solid Waste Management
- Emergency Management
- Environmental Health
- Cemeteries
- Stockwater Management
- Reserves and Campgrounds
- Elderly Persons Housing
- Business and Economic Development
- Ashburton Water Management Zone Committee
- District Promotion
- Community Safety
- Rural Beautification
- Urban Beautification
- Alcohol Licensing & Gambling Venue Consenting
- Animal Control
- Building Regulation
- District Planning (including land information)
- District Plan (policy and development)

Roading rate

A targeted rate for road services set under section 16 of \$0.000478 per dollar of capital value on each separately used or inhabited part of a rating unit in the district.

Water supply rates

The following differential targeted rates are set under section 16 for each water supply area listed below. In each case the differential categories are:

- a) Connected rating units
- b) Serviceable rating units

The differential targeted rates are set as a fixed amount per separately used or inhabited part of a rating unit. Rating units outside the defined water supply areas listed below, but which are nonetheless connected to a water supply scheme servicing a particular water supply area, will be charged the connected rate for that water supply area.

Water supply area	Connected	Serviceable
Ashburton urban	\$579.50	\$289.80
Lake Hood	\$579.50	\$289.80
Methven	\$579.50	\$289.80
Rakaia	\$579.50	\$289.80
Fairton	\$579.50	\$289.80
Hakatere	\$579.50	\$289.80
Hinds	\$579.50	\$289.80
Mayfield	\$579.50	\$289.80
Chertsey	\$579.50	\$289.80
Mt Somers	\$579.50	\$289.80
Dromore	\$579.50	\$289.80
Methven-Springfield	\$579.50	-

Water meters – Extraordinary supply

In addition to the above targeted rates, a targeted rate for water supply, set under section 19, will apply for:

- a) Rating units which fall outside a defined water supply area, but which are nonetheless connected to a water supply scheme servicing a water supply area (except Montalto, Lyndhurst and Barrhill); or
- b) Rating units which are used for non-residential purposes, and which are connected to a water supply scheme in a water supply area (except Montalto, Lyndhurst and Barrhill).

The rate is \$1.00 per 1,000 litres of water consumed in excess of 90 cubic metres consumed in the quarterly periods during each year. The quarterly periods are 1 July to 30 September, 1 October to 31 December, 1 January to 31 March, and 1 April to 30 June.

Water meters – Residential extraordinary supply

Defined as properties connected to the Council water supply network located in Residential D, or Rural A zones of the Ashburton District Plan; or Methven-Springfield rural water supply.

In addition to the above targeted rates, a targeted rate for water supply, set under section 19, will apply for:

- a) Rating units which fall outside a defined water supply area, but which are nonetheless connected to a water supply scheme servicing a water supply area (except Montalto, Lyndhurst and Barrhill); or
- b) Rating units which are used for non-residential purposes and which are connected to a water supply scheme in a water supply area (except Montalto, Lyndhurst and Barrhill).

The rate is \$1.00 per 1,000 litres of water consumed in excess of 438 cubic metres per annum. The period is 1 July – 30 June.

Montalto water supply rate

A targeted rate under section 16 of \$2,208.40 per rating unit in the Montalto water supply scheme, plus \$71.70 per hectare of land in the Montalto water supply scheme.

Lyndhurst water rate

A targeted rate under section 16 of \$176.60 on all rating units connected to the Lyndhurst water supply.

Barrhill village water rate

A targeted rate under section 16 of \$505.00 on all rating units within the proposed scheme boundary for the Barrhill Village water supply.

Wastewater disposal rates

The following differential targeted rates are set under section 16 for wastewater (sewage) disposal for the Ashburton urban area, Methven and Rakaia townships, and a further loan rate in the Rakaia township, as listed below. In each case the differential categories are:

- a) Connected rating units
- b) Serviceable rating units

The targeted rates are set as a fixed amount per separately used or inhabited part of a rating unit.

	Connected	Serviceable
Ashburton urban area	\$516.90	\$258.50
Methven township	\$516.90	\$258.50
Rakaia township	\$516.90	\$258.50
Rakaia loan rate township	\$169.80	\$84.90

The following additional targeted rates are set under section 16 for wastewater disposal on connected rating units within the Ashburton urban area, Methven and Rakaia townships as listed below. These rates are set differentially based on location and the number of urinals / pans in excess of three, in each rating unit, as listed below.

	Urinal / pan charge from 4+
Ashburton urban area	\$172.30
Methven	\$172.30
Rakaia	\$172.30

Solid waste collection rates

The following rates are set under section 16 for waste collection for each area to which the service is provided as listed below. The targeted rates are set as a fixed amount per separately used or inhabited part of a rating unit.

Ashburton urban	\$274.60
Ashburton CBD (inner)	\$428.60
Methven	\$274.60
Rakaia	\$274.60
Hinds	\$274.60
Mayfield	\$274.60
Mt Somers	\$274.60
Chertsey	\$274.60
Fairton	\$274.60
Lake Clearwater	\$169.80
Rangitata Huts	\$271.10
Ashburton District extended	\$274.60

Stockwater rate

A targeted rate under section 16 on all rating units within the general stockwater scheme. The rate is to be determined in accordance with the following factors:

- a) A rate of \$260.00 where the total length of any stockwater races, aqueducts or water channels that pass through, along, or adjacent to, or abuts the rating unit does not exceed 246 metres in length; and
- b) A rate of 82 cents per metre where the total length of any stockwater races, aqueducts or water channels that pass through, along or adjacent to, or abuts the rating unit exceeds 246 metres in length; and
- c) A rate of \$164.00 for each pond service, pipe service, ram service, pump service, water wheel or windmill; and
- d) A rate of \$82.00 for each dip service or extension pump service using water for the Council's water race system.

Amenity rates

Targeted rates for amenity services under section 16 are as follows:

Ashburton CBD (inner) footpath cleaning rate

\$0.000453 per dollar on the capital value of each business rating unit within the Ashburton CBD (inner) rating area (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book), for footpath services.

Ashburton urban amenity rate

\$0.000906 per dollar of capital value of each rating unit in the Ashburton urban area (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) to meet the costs of stormwater services, footpaths, and parks and open spaces.

Ashburton business amenity rate

\$0.000304 per dollar of capital value of each business rating unit within the Ashburton urban area (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) for the provision of public conveniences, and district promotion.

Methven business amenity rate

\$0.000414 per dollar on the capital value of each business rating unit within the Methven township area (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) for the purposes of public conveniences, and district promotion.

Methven amenity rate

\$0.000549 per dollar on the capital value of each rating unit within the Methven township (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) to meet the costs of stormwater services, footpaths, parks and open spaces, and reserve boards.

Rakaia business amenity rate

\$0.000324 per dollar on the capital value of each business rating unit within the Rakaia township area (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) for the provision of public conveniences, and district promotion.

Rakaia amenity rate

\$0.000665 per dollar on the capital value of every rating unit within the Rakaia township (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book) to meet the costs of stormwater services, footpaths, parks and open spaces, and reserve boards.

Hinds stormwater rate

\$0.000233 per dollar on the capital value of every rating unit within the Hinds township area for the provision of stormwater services.

Rural amenity rate

\$0.000034 per dollar on the capital value of every rating unit within the rural area, for the provision of footpaths, and parks and open spaces.

Methven Community Board rate

A targeted rate to fund the Methven Community Board under section 16 of \$146.20 per rating unit within the Methven township (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book).

Mt Hutt Memorial Hall rate

A targeted rate to partially fund the Mt Hutt Memorial Hall under section 16 of \$0.000067 per dollar on the capital value of each rating unit in the Methven township (as more particularly described by reference to the Ashburton District Council Rating Areas Map Book).

Due dates for payment of rates

The rates will be payable in four equal instalments due on:

- 20 August 2023
- 20 November 2023
- 20 February 2024
- 20 May 2024

Where the 20th of a month in which rates are due does not fall on a working day, rate payments will be accepted without penalty up to and including the first working day after the 20th of that month.

Due dates for payment of water meter charges – Extraordinary Supplies

That water meter charges are due on:

Quarterly period	Reading dates completed	Due date
1 July to 30 September 2023	15 October 2023	20 November 2023
1 October to 31 December 2023	15 January 2024	20 February 2024
1 January to 31 March 2024	15 April 2024	20 May 2024
1 April to 30 June 2024	15 July 2024	20 August 2024

Due dates for payment of water meter charges – Extraordinary residential supply

That water meter charges are due on:

Annual period	Reading date completed	Invoice date
1 July 2023 to 30 June 2024	15 July 2024	20 August 2024

Penalties

In accordance with sections 57 and 58, the Council authorises the Finance Manager to add the following penalties on rates unpaid by the due date.

A 10% penalty will be added to instalment balances remaining unpaid as at the following dates:

- 21 August 2023
- 21 November 2023
- 21 February 2024
- 21 May 2024

In addition, unpaid rates and charges levied prior to 30 June 2024 will attract a further 10% penalty if still unpaid as at 31 August 2024.

Background

1. The Ashburton District Council Rates 2023/24 have been set based on Council's Annual Plan 2023/24. The setting of rates meets the requirements of the Local Government (Rating) Act 2002.

Options analysis

Option one – set the rates 2023/24 by resolution of Council – recommended

2. Council would set the rates in accordance with the Local Government (Rating) Act 2002. This option would mean the Council would be able to levy rates for the 2023/24 year.

Advantages: Council is able to levy rates for the 2023/24 financial year	Disadvantages: None identified
Risks: This option is considered to have little risk associated with it.	

Option two – do not set the rates 2023/24 by resolution of Council

3. This option would mean Council would be unable to levy rates for the 2023/24 year.

Advantages: None identified.	Disadvantages: Council would be unable to levy rates for the 2023/24 financial year
Risks: This option would not allow Council to be able to levy rates for the 2023/23 financial year.	

Legal/policy implications

4. Council is required, under section 23 of the Local Government Act (rating) 2002, to set rates by a resolution of Council.

Climate change

5. There are no obvious linkages between the content of the report and climate change mitigation or adaptation.

Strategic alignment

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The recommendation allows for Council to be able to levy rates for the 2023/24 financial year.
Environmental	X	
Cultural	X	
Social	X	

Financial implications

Requirement	Explanation
What is the cost?	Up-to-date financial and rating information is included in the 2023/24 Annual Plan.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	See 2023/24 Annual Plan for details
Are there any future budget implications?	This is a key Council resolution to allow rates to be levied to provide for Council's budgeted spending in the Annual Plan.
Reviewed by Finance	Hayley Bezuidenhout; Financial Accountant

6. If rates are not set for the 2023/24 year, Council will be unable to levy rates and, therefore, will not have revenue available to undertake the work programmes outlined in the 2023/24 Annual Plan.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – one way communication
Rationale for selecting level of engagement	Council decided not to consult on the Annual Plan 2023/24 due to no significant or material differences. Adopting a rates resolution is the

	final step in the annual plan and rates setting process to enable Council to conduct its work programme for the 2023/24 year. The resolution must be published online within 20 working days of adoption.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

9. Adoption of Transportation and Parking Bylaw 2015

Author	<i>Richard Mabon, Senior Policy Advisor</i>
Activity Manager	<i>Mark Chamberlain, Roading Manager</i> <i>Rick Catchpole, Environmental Monitoring Manager</i>
Executive Team Member	<i>Neil McCann, GM Infrastructure and Open Spaces</i> <i>Jane Donaldson, GM Compliance and Development</i>

Summary

- The purpose of this report is present the amended Transportation and Parking Bylaw 2015 to Council for adoption.
- Council has consulted on amendments to the Bylaw following the consultation processes set out in the Local Government Act 2002.
- The Bylaw attached as Appendix 1 reflects the deliberations of Council at its meeting on 31 May after hearing and considering oral and written submissions.
- An updated Register of Resolutions is attached as Appendix 2. Changes consulted on are highlighted in yellow. Decisions made during deliberations are in orange.

Recommendation

- 1. That** Council adopt the Transportation and Parking Bylaw 2015, attached as Appendix 1.
- 2. That** Council direct officers to update the Register of Resolutions, attached as Appendix 2.

Attachment

- Appendix 1** Transportation and Parking Bylaw 2015
Appendix 2 - Updated Register of Resolutions as of 28 June 2023
Appendix 3 Hearing & Deliberations – Minutes 31/05/23

Background

The current situation

1. Council last conducted a full review of this Bylaw in 2015, adopting the Bylaw on 24 September 2015. The next full review was scheduled for 2025.
2. In 2022, Council undertook a partial review of the Bylaw to address speed limits and heavy traffic limits around the newly upgraded CBD. Council resolved on 9 July 2022 to bring the next review of the Bylaw forward into 2022/23.

Draft Bylaw and public consultation

3. Council adopted the draft Bylaw as a basis for public consultation on 5 April 2023.
4. Council consulted under S. 82 of the Local Government Act 2002. Council received 17 submissions, including two submissions from people wishing to be heard.
5. A Submissions Booklet and a Summary of Feedback with officer commentary is publicly available on Council's website.
6. Submissions were heard and deliberated upon at a hearing held on 31 May 2023. Council decisions made during those deliberations are recorded in minutes which form part of the Council agenda for 28 June 2023.

Further information requested.

7. During deliberations, Councillors requested further information on the decision to implement a no-right turn restriction on Saleyards Road.
8. This decision was arrived at in 2021 during the subdivision process, which created 12 lots plus Drivers Lane on the site of the former Tinwald Saleyard. The subdivision proposal included the retention and redevelopment of Saleyards Road. Waka Kotahi/NZ Transport Agency, being the roading authority, has authority to put conditions around access onto their network, in this case State Highway 1 (SH 1). They did this through dialogue with the applicants, Carrfield Investments Limited, and the result of that dialogue shaped the consent application that Council processed under the RMA.
9. It is normal for Waka Kotahi/NZ Transport Agency to limit new entrances onto the state highway network, and the "left-turn-in/left-turn-out" arrangement is not uncommon.

Proposals for further investigation

10. During deliberations, Council directed officers to investigate and report back to council on the following proposals from submitters:

- Extending permission for heavy vehicles to travel on Park Street, between Tancred Street West and State Highway 77 (Moore Street)
 - Provision of an extra loading zone at the eastern end of Tancred Street
 - Removal of kerbside parking from the western side of West Street/SH 1 between Walnut Avenue and Saunders Road
11. Officers will bring these matters to Council at the first available opportunity. At time of writing, Officers are working towards a paper or papers for the agenda in July 2023.
 12. Council also referred consideration of speed restrictions in The Mall, Methven, to the Speed Management Plan process. Officers plan to bring the Speed Management Plan work back to Council in August.
 13. Engine braking and overnight parking of heavy vehicles are to be discussed at a meeting with transport operators and Waka Kotahi/NZ Transport Agency. This meeting is being convened by Waka Kotahi and no date has been set as yet.

Options analysis

Option one – Adopt the Transportation and Parking Bylaw as presented in Appendix 1 (Recommended)

14. Under this option, Council will adopt the Bylaw in a form that reflects the decisions made in deliberations on 31 May 2023.
15. Officers recommend this option as they are unaware of any unresolved issues that could require attention before the Bylaw is adopted.

<p>Advantages:</p> <p>The adoption of the Bylaw will accurately reflect Council’s deliberations on the matters under consultation and the matters raised in submissions.</p>	<p>Disadvantages:</p> <p>This option presumes that Councillors do not identify any new matters following the conclusion of deliberations, or do not wish to re-open debate on matters resolved during deliberations.</p>
<p>Risks:</p> <p>This option would not address any new matter identified by elected members since 31 May 2023. Nor would it address the re-consideration of any matter resolved at deliberations.</p>	

Option two – Amend the Transportation and Parking Bylaw presented in Appendix 1, and then adopted the amended Bylaw.

16. Under this Option, Council may choose to amend the Bylaw before adoption, if Council identifies any new matters since the conclusion of deliberations on 31 May 2023. Council could also use this option if it agreed to re-open debate on any matter resolved on 31 May 2023.

<p>Advantages:</p> <p>The adoption of the Bylaw will accurately reflect Council’s deliberations on the matters under consultation, the matters raised in submissions, any new matter identified by elected members since the deliberations on 31 May 2023, and any matter resolved on 31 May 2023 that Council agreed to re-open.</p>	<p>Disadvantages:</p> <p>This option may not allow for thorough consideration of those new or re-opened matters if they are complex or further information is required to ensure an informed decision.</p>
<p>Risks:</p> <p>This Option would not allow for thorough consideration of those new matters if they were complex or further information was required to ensure an informed decision. In the event that any new matters are not complex, and an informed decision can be made, this option is a low-risk solution.</p>	

Option three – Decline to adopt the Transportation and Parking Bylaw as presented in Appendix 1 and refer the matter back for further debate and deliberation.

- Under this Option, Council may choose to decline to adopt the Bylaw, pending further work on material issues related to the Bylaw.

<p>Advantages:</p> <p>This Option is the appropriate solution if there are new or re-opened matters identified since 31 May 2023 that require further examination due to the complexity of those matters or uncertainty requiring further information.</p>	<p>Disadvantages:</p> <p>This Option will delay the completion of this work, and in turn create some delay for other parts of the policy work programme.</p>
<p>Risks:</p> <p>The likelihood that a substantive issue remains to be addressed appears low, so the need for this contingency is likewise LOW.</p>	

Legal/policy implications

Council strategies, plans and policies.

- Submitters identified an inconsistency between the draft bylaw and the Ashburton District Walking and Cycling Strategy 2020-2030. Council resolved to correct this inconsistency.

Climate change

- The Bylaw may contribute to climate mitigation to the extent that it enables people to use low-emission forms of transport including EVs, e-scooters, mobility scooters and walking.

Strategic alignment

Wellbeing		Reasons why the recommended course of action has an effect on this wellbeing
Economic	✓	The Bylaw is part of a regulatory system that enables safe traffic movement and access to parking in urban areas. It also provides designated routes and restrictions on the movement of heavy vehicles in urban areas, which supports the efficient movement of goods. The Bylaw also provides measures to discourage damage to roading infrastructure, which helps to reduce economic costs.
Environmental	✓	There are provisions within the Bylaw addressing the discharge of materials or substances onto the road network that pose environmental, as well as safety risks.
Cultural	✘	
Social	✓	Regulation that supports safe traffic movement reduces health and safety risk to road users. Improved public health is a social benefit.

Financial implications

Requirement	Explanation
What is the cost?	Officers note that the Bylaw consultation and implementation of the adopted bylaw is expected to be delivered within operating budgets. No additional expenditure is expected to be required.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Operating budgets for Strategy and Policy will cover the direct costs of consultation. Implementation (including enforcement) is covered by operating budgets in Roading and Environmental Monitoring.
Are there any future budget implications?	No.
Reviewed by Finance	Erin Register; Finance Manager

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	1 Inform – One way communications

<p>Rationale for selecting level of engagement</p>	<ul style="list-style-type: none"> • Consultation has occurred on the draft bylaw as required. This step is concerned with Council’s final decision on the matter. • Community consultation with the public took place from 13 April to 14 May. A hearing was held on 31 May. • Following adoption of the bylaw, a public notice of the resolution is required.
<p>Reviewed by Strategy & Policy</p>	<p><i>Mark Low; Strategy and Policy Manager</i></p>

Bylaw (Consultation draft)

TRANSPORTATION AND PARKING

TITLE:	Ashburton District Council Transportation and Parking Bylaw 2015
TEAM(S):	Roading & Environmental Monitoring
RESPONSIBILITY:	Roading Manager & Environmental Monitoring Manager
DATE ADOPTED:	28 June 2023
COMMENCEMENT:	1 July 2023
NEXT REVIEW DUE:	28 June 2033

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1. Title and commencement

The title of this Bylaw is the Ashburton District Council Transportation and Parking Bylaw 2015. This Bylaw was amended in 2023.

2. Purpose

General purpose

2.1 The general purpose of this bylaw is to set controls for parking, all types of traffic and the use of the transportation network within the District, other than State Highways controlled by the New Zealand Transport Agency. The controls are to ensure health and safety, to protect the public from nuisance and to protect transportation infrastructure from damage.

Specific purposes

- 2.2. Without limiting clause 2.1, Council makes this bylaw to:
- (a) Prohibit or otherwise restrict the stopping, standing, or parking of vehicles on any road or part of a road, or on any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place or transport station;
 - (b) Set aside, designate or reserve any road, part of a road, or any piece of land owned or controlled by the Council and not being a road or part of a road, as:
 - (i) Stopping places or stands for a specified class, classes or types of vehicle, including bus stops, taxi stands and loading zones;
 - (ii) Mobility permit parking spaces;
 - (iii) Parking places and zone parking;**
 - (iv) Transport stations;
 - (v) Clearways;
 - (vi) Cycle lanes and cycle paths;
 - (vii) Reserved parking areas;
 - (viii) Residents' parking;
 - (ix) Special vehicle lanes;
 - (x) One-way roads.
 - (c) Prohibit or restrict:
 - (i) U turns;

- (ii) Left turns, right turns, or through movements;
- (iii) Weights and/or speeds of vehicles or loads that may pass over bridges or culverts;
- (iv) Any specified class of traffic, or any specified motor vehicle or class of motor vehicle which, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads;
- (v) Parking of heavy motor vehicles or any specified class or description of heavy motor vehicles, on any specified road during such hours or exceeding such period as may be specified;
- (vi) Use of roads by pedestrians;
- (vii) Use of roads by cyclists.
- (viii) Damage being caused to Transportation Infrastructure.
- (d) Permit turning movements to be made only by:
 - (i) Passenger service vehicles;
 - (ii) Vehicles of other specified classes;
 - (iii) Vehicles carrying specified classes of loads or not less than a specified number of occupants.

3. Related documents

- Ashburton District Council Explanatory Bylaw 2016
- Ashburton District Parking Strategy 2021
- Ashburton Town Centre Parking Management Plan 2021
- Ashburton District Walking & Cycling Strategy 2020-2030
- Ashburton District Cattle and Stock Crossing Code of Practise
- Land Transport Act 1998
- Land Transport (Road Users) Rule 2004
- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Traffic Control Devices 2004
- Legislation Act 2019
- Local Government Act 1974
- Local Government Act 2002
- Mobility Parking Policy
- Over 80's Parking Policy
- Temporary Closure of Parking Spaces Policy

4. Application

- 4.1 Any matter regulated under this bylaw may apply to a specified class, type, weight or description of vehicle, or any combination of these, and may be expressed or limited to apply only on specified days, or between specified times, or for any specified events or classes of events, or be limited to specified maximum periods of time.
- 4.2 To give effect to any matter regulated under this bylaw the Council will mark the roads and install signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 4.3 Council may, from time to time by publicly notified resolution, make additions to or deletions from the *Register of Resolutions*. Council will make a copy of the Register of Resolutions publicly available. The Register of Resolutions will include the date and text of all resolutions to make additions or deletions.

Exempted vehicles

- 4.4 This bylaw does not apply to emergency vehicles being used in an emergency.
- 4.5 Clauses 7, 12.6, 14.3, and 14.5 of this bylaw will not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.

5. Definitions

- 5.1 For the purposes of this bylaw the following definitions will apply:

Authorised officer means any person appointed or authorised in writing by the Chief Executive or by the Council to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Land Transport Act 1998, and an Enforcement Officer.

Corridor access request has the same meaning as in the [National Code of Practice for Utility Operators' Access to Transport Corridors 2011](#)

Council means the Ashburton District Council, or any officer authorised to exercise the authority of the Council.

Emergency vehicle has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Enforcement officer has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Footpath has the same meaning as in Part 2 of the [Land Transport Rule: Traffic Control Devices 2004](#). It includes all existing footpaths, trails and cycleways identified in the Ashburton District Walking and Cycling Strategy 2020-2030. For the avoidance of doubt, it excludes the Ashburton/Hakatere River Trail.

Freight container means an article of transport equipment that is:

- (a) specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading;
- (b) of a permanent character and strong enough to be suitable for repeated use; and
- (c) designed to be secured and readily handled having fittings for these purposes.

Heavy motor vehicle has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Metered area means any road or portion of a road or any area of land or any building owned or controlled by the Council which is authorised by resolution of Council to be used as a parking place and at which parking meters or multiple space parking meters are installed and maintained.

Metered parking space means any part of a road or a space within a metered area or multiple space parking meter area indicated by and lying within markings made by the Council for parking of vehicles.

Multiple space parking meter means a parking meter which functions for more than one parking place.

Mobility parking space means a parking place set aside under Clause 10.1 of this bylaw for use by people who hold a Mobility parking permit

Mobility parking permit means a permit or concession card issued by CCS Disability Action to persons with physical disabilities for the purpose of its mobility parking programme.

Network utility operator has the same meaning as [section 166 of the Resource Management Act 1991](#)

Nuisance means a person, animal, thing or circumstance obstructing, disturbing or harming any other person whether or not that person is in a public place.

Parking fee means a sum of money paid in exchange for the opportunity to park a vehicle for a specified maximum period of time.

Parking meter means a single space parking meter or a multiple space parking meter or a pay and display parking meter (including the stand to which the parking meter is attached) installed under this bylaw being an instrument designed for the purpose of:

- (a) measuring and showing the period of time paid for or which remains to be used; or
- (b) issuing a receipt showing the period of time paid for and accordingly which remains to be used.

Parking place has the same meaning as [section 591\(6\) of the Local Government Act 1974](#).

Parking warden means a parking warden appointed under section 7 [128D of the Land Transport Act 1998](#).

Passenger service vehicle has the same meaning as [section 2\(1\) of the Land Transport Act 1998](#).

Pay and display parking meter means a parking meter designed for the purpose of issuing a receipt showing the date and time of payment of a fee, amount of fee paid, and the time until which a vehicle may be parked within a metered area controlled by that pay and display parking meter.

Public Place means any place or space that is owned or controlled by Council and which is open to the public, and any road whether or not it is controlled by the Council, but excludes reserves which are regulated by the Ashburton District Council Open Spaces Bylaw.

Register of Resolutions means the *Register of Resolutions made under the Ashburton District Transportation and Parking Bylaw*.

Resident for any particular road subject to a Residents' Parking Scheme under this bylaw means a person who resides in a dwelling, apartment or other building which has its only or principal access to that particular road or which has such access in the vicinity of that road.

Residents' exemption permit means a permit granted by the Council to eligible residents exempting the permit holder from any time restrictions imposed on any place or area subject to parking restrictions.

Residents' only permit means a permit granted by the Council to eligible residents authorising the permit holder to park in designated Residents' Only parking places specified in the permit.

Residents' parking scheme means the provision by the Council of parking places for residents under clause 10 of this bylaw which may be used in conjunction with any other parking or loading restrictions that apply outside the hours of operation of the Residents' Parking Scheme.

Road has the same meaning as in section 2(1) of the [Land Transport Act 1998](#) and will where the context requires include a street but does not include State Highways controlled by the New Zealand Transport Agency.

Roadway means that portion of the road used or able to be used for vehicular traffic in general.

Single space parking meter means a parking meter designed for the purpose of measuring and showing the time for which a vehicle may be parked in a particular parking place.

Special vehicle lane has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Traffic control device has the same meaning as in Part 2 of the [Land Transport Rule: Traffic Control Devices 2004](#).

Transportation infrastructure means any asset owned or utilised by Council to facilitate safe passage around the districts transport network including but not limited to roads, bridges, culverts, footpaths, swales, berms, kerbs, channels, fencing, streetlights, road markings, signs, drains, sumps and any other item required or constructed to ensure the integrity of the transport network.

Transport station has the same meaning as section [591\(6\) of the Local Government Act 1974](#).

Urban area means an area within a permanent speed limit of less than or equal to 70 kilometres per hour

Vehicle has the same meaning as in section 2(1) of the [Land Transport Act 1998](#).

Vehicle crossing means that part of a road from the kerb to the boundary of the land or premises adjoining the road which is used for the purpose of giving entry or access for vehicles of any description.

Zone parking has the same meaning as in [Land Transport Rule: Traffic Control Devices 2004](#).

6. Stopping, standing and parking

- 6.1 No person will stop, stand, or park a vehicle or vehicle combination on any road, public car park, reserve or any other public place in contravention of a restriction imposed by the Council as evidenced by appropriate signs and/or road markings.

- 6.2 The prohibitions set out in clause 6.1 do not apply where
- (a) Council has authorised the stopping, standing or parking of specified vehicles subject to conditions appropriate to the circumstances and payment of the prescribed fee; and
 - (b) the person complies with the conditions imposed by Council including the payment of the prescribed fee.
- 6.3 Except with the prior written permission of the Council, no person may park a vehicle on a road or other land under the control or ownership of the Council, for any period exceeding seven days, if that vehicle cannot be easily moved on at the request of the Council.
- 6.4 No person may park or place any machinery, equipment, materials, waste disposal bins or freight containers on any road or public place except with the permission of the Council and in accordance with any conditions that may be required. This clause does not apply to those containers that are used solely for the purpose of domestic refuse or recycling and placed off the roadway, provided that such containers are not left on any road or public place for a period exceeding 48 hours.
- 6.5 No person may park any vehicle in a parking place which is already occupied by another vehicle. However up to six motorcycles (including motorcycles with sidecars attached) but no other vehicle, may occupy **any parking** place at the same time, (and such motorcycles must park at right angles to the kerb in the space).
- 6.6 No person may 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.
- 6.7 No person may stop, stand or park a vehicle or vehicle combination on any lawn, garden, berm or other cultivation adjacent to, or forming part of, a road.

7. Unlawful parking

- 7.1 A person may not park any vehicle or vehicle combination in a parking place except as permitted by the provisions of this bylaw.
- 7.2 No person may park a vehicle or vehicle combination in a parking place so that any part of that vehicle including a towbar or bicycle rack extends beyond any line defining that space unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking place. If the parking places occupied by the vehicle or vehicle combination are metered parking spaces the driver will be liable to pay a parking fee for each space so occupied.

EXPLANATORY NOTE

When this Bylaw was amended in 2023, Council's parking control arrangements consisted of time-restricted on-street parking and a time-restricted pay-and-display off-street parking zone in Cass Street, Ashburton. While Council has previously operated single space parking meters in the Ashburton central business district, this ceased with the rebuild of the CBD in 2021.

Council has retained the provisions for metered parking in this Bylaw in case any future Council wishes to restore or expand metered on-street parking.

8. Metered and time-restricted parking areas and parking meter zones

- 8.1 The Council may from time to time amend this bylaw by publicly notified resolution to:
- (a) Declare any road or part of a road to be a metered area or zone parking;
 - (b) Declare any piece of land owned or controlled by the Council that is not a road or part of a road, including any parking place or transport station to be a metered area or zone parking;
 - (c) Declare the time allowed for parking in such metered areas and areas of zone parking beyond which it will be unlawful to remain parked;
 - (d) Subject to section 150 of the Local Government Act 2002, fix the fees payable for the parking of vehicles within the metered area and areas of zone parking.
 - (e) Direct the classes of vehicles that are permitted to be parked in any such parking places.
 - (f) Declare the means by which fees may be paid in respect of each parking area including, but not limited to the use of parking meters, parking coupons, attendant issued tickets, and pay and display machines..
- 8.2 Parking meters or pay and display parking meters will be located within the metered area and areas of zone parking that they are to control. Any parking meter or pay and display parking meter may issue a receipt on insertion of the prescribed fee in accordance with the instructions on the meter.
- 8.3 The receipt issued by a parking meter or pay and display meter must be displayed on a motor vehicle parked in the parking area so as to be legible through the front window (where fitted) or visible on the vehicle (where no front window is fitted).
- 8.4 Metered parking spaces must be indicated by white lines painted on the road in accordance with the Land Transport Rule: Traffic Control Devices 2004. Pay and display zones and areas of zone parking must be indicated by signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 8.5 No driver or person in charge of any vehicle may permit the vehicle to be parked in any such parking place except as permitted by resolution of Council.

9. Metered Areas, Parking meter zones, and zone parking

- 9.1 No driver or person in charge of a vehicle may park in a metered parking space or area of zone parking without having paid the appropriate fee and where required correctly activated the parking meter controlling the space or complied with the instructions on the pay and display parking meter controlling the space.
- 9.2 The driver or person in charge of a vehicle may occupy the metered parking space, provided that the appropriate fee has been paid and the maximum period for parking in that metered area is not exceeded.

- 9.3 Where more than one motorcycle occupies a metered parking place it is not necessary for more than one parking fee to be paid. However, each motorcycle that remains parked in the metered space after the time has expired will be in breach of this bylaw.

Discontinued parking place

- 9.4 Where the Council is of the opinion that any metered parking place should be temporarily discontinued as a parking place, the Council may place or erect (or authorise the placing or erecting of) a sign, cones, or notice showing, 'No Stopping' at the affected metered parking space or spaces. It will be unlawful for any person to park a vehicle in a metered parking space when a sign, cone, or notice indicates that it is a reserved parking space, except with the permission of the Council.

Interference with parking meters or pay and display parking meters

- 9.5 Every person commits an offence against this bylaw who:
- (a) misuses any parking meter or pay and display parking meter, or
 - (b) interferes, tampers, or attempts to tamper with the working or operation of any parking meter or pay and display parking meter or
 - (c) without Council authority affixes or attempts to affix anything, or to paint, write upon or disfigure any parking meter or pay and display parking meter.

Operation of parking meters or pay and display parking meters

- 9.6 No person may operate or attempt to operate any parking meter or pay and display parking meter by any means other than as prescribed by this bylaw.

Hours applicable to parking meters or pay and display parking meters

- 9.7 The hours during which payment of the fee for parking meters or pay and display parking meters is required will be as prescribed by the Council by publicly notified resolution and will be indicated by signs or notices affixed to parking meters and pay and display parking meters.

10. Mobility parking and residents' parking

Mobility parking

- 10.1 Where the Council has reserved parking places as mobility parking spaces, the mobility parking permit must be displayed so that it is legible through the front windscreen where fitted, or on the vehicle if no windscreen is fitted. The permit must not be displayed if the mobility parking space is not being used for the benefit of the permit holder.

Residents' parking

- 10.2 The roads and parts of roads listed in Schedule A1 of the *Register of Resolutions* are reserved for the exclusive parking of specified motor vehicles owned by residents of the surrounding area and displaying a residents' only permit issued for any such vehicles. Such part of a road

(referred to as a ‘residents’ only parking area’) will be indicated by appropriate signs. The roads and parts of roads listed in Schedule A2 of the *Register of Resolutions* are able to be used for parking by specified vehicles owned by eligible residents of the surrounding area and displaying a valid residents’ exemption permit issued for such a vehicle. Such a road or part of a road (referred to as a ‘residents’ exemption parking area’) will be marked out or shown by appropriate signs.

- 10.3 The Council may by publicly notified resolution:
- (a) Impose conditions, and prescribe fees or charges, for use of residents’ only parking areas and/or residents’ exemption parking areas;
 - (b) Require a valid permit to be held for the use of residents’ only parking areas and/or residents’ exemption parking areas;
 - (c) Record in the *Register of Resolutions*, the date and text of all resolutions to provide for a road, or part of a road, to be a residents’ only parking area, or to provide that a road should cease to be a residents’ only parking area;
 - (d) Record in the *Register of Resolutions*, the date and text of all resolutions to provide for a road, or part of a road, to be a residents’ exemption parking area, or to provide that a road, or part of a road, should cease to be a residents’ exemption parking area.
- 10.4 Where a permit is required to be held for the use of a residents’ only parking area or residents’ exemption parking area
- (a) The parking permit must be displayed so as to be legible through the front window where fitted, or visible on the vehicle where no front window is fitted, on a motor vehicle stopped, standing, or parked in the parking area;
 - (b) The permit must identify the motor vehicle for which it has been issued. The permit applies only to the motor vehicle described in the permit;
 - (c) The permit must be returned to the Council immediately after the resident ceases to be entitled to the permit;
 - (d) The permit is valid and effective only during the time specified on the permit and in the road or area specified on the permit.
- 10.5 No person may park, stop or stand a motor vehicle in a residents’ only parking area or residents’ exemption parking area without displaying a valid permit except for:
- (a) Vehicles operated by the Council or for the Council if necessary for the provision or maintenance of facilities within the road reserve;
 - (b) Vehicles operated by network utility operators if necessary for the provision of, or maintenance of, a network utility operation;
 - (c) Vehicles driven by authorised officers (e.g. dog control officers, building inspectors)
 - (d) Vehicles being used to pick up or deliver goods to, or in connection with emergency maintenance of, the property of a resident holding a residents’ only or residents’ exemption permit;
 - (e) Medical practitioners such as doctors, district nurses and midwives who are attending a patient.

11. One-way roads and turning restrictions

- 11.1 A person may only drive a vehicle or ride any horse or bicycle along the roads or parts of roads listed as a ‘one-way road’ in Schedule B1 the *Register of Resolutions*. in the direction specified.

- 11.2 The Council may amend Schedule B1 of the *Register of Resolutions*.by publicly notified resolution to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.
- 11.3 Subject to the erection of the prescribed signs, no person may drive contrary to any turning restriction listed in Schedule C of the *Register of Resolutions*.
- 11.4 The Council may amend Schedule C of the *Register of Resolutions*. by publicly notified resolution to prohibit, subject to the erection of the prescribed signs:
- (a) Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No ‘U-turns’);
 - (b) Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.
- 11.5 The Council may amend Schedule C of the *Register of Resolutions*.by publicly notified resolution to provide that a turning restriction be removed or amended.

12. Heavy and overdimension motor vehicles

Prohibitions

- 12.1 No person may drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along any urban roads, or parts of such roads with the exception of those roads listed in Schedule D1 of the *Register of Resolutions*. Further exception is made for the purpose of picking up, or delivering goods to an address in the urban area when alternative access is not available for this purpose.
- 12.2 No person may drive, permit to be driven or park any heavy motor vehicle after 8 pm and before 6 am Monday to Friday (excluding public holidays) and all hours of Saturdays, Sundays and public holidays or such periods as may be specified for roads in urban areas or public places, except the roads listed in Schedule D2 of the *Register of Resolutions*. Further exception is made for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 12.3 No stock may be transported in heavy motor vehicles through urban areas except over the routes specified in Schedule D3 of the *Register of Resolutions*.
- 12.4 The prohibitions set out in Clauses 12.1, 12.2 and 12.3 of this Bylaw do not apply to:
- (a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation
 - (b) Emergency vehicles, vehicle recovery services, tradespersons’ vehicles or campervans
 - (c) Refuse and recycling collections carried out by either the local authority or a contractor engaged by the local authority;
 - (d) Any other class of heavy vehicle the Council may exclude from the prohibitions by publicly notified resolution
 - (e) Vehicles operated by the Council or a council contractor or network utility operator if necessary for the provision or maintenance of services or facilities within the road reserve;
 - (f) Events approved by Council.

- 12.5 The Council may amend Schedule D of the *Register of Resolutions* by publicly notified resolution to prohibit any heavy motor vehicle on any road or roads within the District or to remove a heavy motor vehicle prohibition.

Special vehicle lanes

- 12.6 The roads or parts of roads listed in Schedule E of the *Register of Resolutions* are ‘special vehicle lanes’.
- 12.7 The Council may amend Schedule E of the *Register of Resolutions* by publicly notified resolution to provide for a road, or part of a road, to be used as a special vehicle lane either permanently or for a set period of time, or to provide that a road or part of a road should cease to be used as a special vehicle lane.

Turning movements permitted by specified classes of vehicles

- 12.8 Subject to the erection of the prescribed signs, the traffic lanes listed in Schedule F of the *Register of Resolutions* permit turning movements by specified classes of vehicles.
- 12.9 The Council may amend Schedule F of the *Register of Resolutions* by publicly notified resolution to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane.

Weights of vehicles or loads over bridges or culverts

- 12.10 The Council may amend Schedule G of the *Register of Resolutions* by publicly notified resolution to regulate the weights of vehicles or loads that may pass over bridges or culverts or to provide that any such regulation be removed.

Overdimension heavy traffic bypass routes

- 12.11 Over dimension heavy vehicles may not travel through the urban areas of Ashburton, Tinwald or Methven other than for the purpose of picking up and delivery of goods, except over the Routes set out in Schedule H of the *Register of Resolutions* and in accordance with any conditions specified there.

EXPLANATORY NOTE

Anyone planning to carry out any work or activity that affects the normal operation of the road, footpath or berm must apply for a Corridor Access Request (CAR).

A CAR is a permit that helps to ensure that all road worksites meet national regulations, and that they are as safe as possible for workers, motorists, pedestrians and cyclists. Some examples of activities requiring a CAR are:

- **Placing a skip bin or container on the berm.**

- Using or parking machinery such as cranes, cherry pickers and water blasters on the road corridor.
- Digging, drilling, resurfacing, or doing any other activity that will alter, or cause to be altered, the surface of the road corridor.
- Placing any pipe, duct, pole, cabinet or other structure below, on or above the road corridor.
- Installing a new stormwater drain that leads into the road corridor.
- Near or opening manhole access covers.
- Events

Council can approve a CAR subject to conditions. It is common for conditions to include a traffic management plan to ensure the safety of workers and road users.

The National Code of Practice for Utility Operators' Access to Transport Corridors defines the set of standards for working in the road and the Corridor Access Request (CAR) processes. The Code is mandatory under the Utilities Access Act 2010 and applies to all works carried out in the road corridor, whether the work is for or by a utility, local government, commercial organisation or private individual(s).

13. Safe movement in public places

Acts or games to annoyance of persons

- 13.1 No person may propel, push, pull or ride any trolley or other similar contrivance, fly a kite, ride any e-scooter, mobility scooter or skateboard, use any roller blades or skates, cast, throw or thrust any projectile or play any game in or on any road in a manner that could cause damage, annoyance, danger or nuisance to any person or property.
- 13.2 In addition to the provisions of Clause 13.1 of this Bylaw, the Council may declare by resolution areas in which these activities will be prohibited.

14. Safe movement on roads, footpaths and cycle tracks

Disturbing surface of road

- 14.1 No person may open any drain or sewer on, or disturb or remove the surface of, any road or public place, or make any cellar door or other opening from a public place without the permission of Council, and in accordance with any conditions that are imposed.

Precautions against injury

- 14.2 When opening up any road, any person must take all precautions for guarding against injury to passers-by as necessary or as directed by Council or its authorised officer.

Protection of footpath or berm

- 14.3 No person may drive or take any motor vehicle over any footpath or berm other than at a specifically designed vehicle crossing.

Pedestrians to move on

- 14.4 Pedestrians when found congregated on any road or footpath in the District must move on when requested so to do by a Police Officer or authorised Council Officer.

Obstructing footpaths or cycle tracks

- 14.5 No person may carry or convey any load to the danger or obstruction of persons using any footpath or cycle track, or ride, or drive or lead any stock, or drive any motor vehicle or motorcycle along any such footpath or cycle track.

Bicycles, e-scooters and mobility scooters

- 14.6 No person may erect a bicycle stand on any footpath or roadway in the District without first obtaining the written approval of Council.
- 14.7 No person may place or leave any bicycle, e-scooter or mobility scooter on any road, footpath, or public place where it is likely to be an obstruction, inconvenience, danger or a nuisance to traffic or pedestrians.
- 14.8 No person may place, stop, stand, leave or keep any bicycle, e-scooter or mobility scooter on the kerb or on any portion of a road set apart by the Council as a restricted parking area or mobility parking space or taxi and passenger service vehicle stands or stopping places.
- 14.9 The separate carriageways mounted on the northwest side and the southeast side of Ashburton River Bridge, State Highway One are designated for joint use by pedestrians, e-scooters, mobility scooters and cyclists.

15. Median divided roads

- 15.1 Those roads named in Schedule B2 of the *Register of Resolutions* and any future roads legally established along the middle portion of which or part of which are laid median strips dividing the said roads or parts of the same into two parts for the purposes of regulation and conduct of traffic, will be deemed to be one-way roads on each side of the median strip.

Provided however that when the median strip is 6.0 metres or more in width between the kerbs each gap or roadway in such median strip by which traffic can cross over and pass from one side to the other of those one-way roads will be deemed to be a road connecting the said one way roads.

Use of median divided roads

- 15.2 No person may drive any vehicle along or over those roads referred to in clause 15.1 and named in Schedule B2 of the *Register of Resolutions* except in the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip.
- 15.3 No person may drive any vehicle or stop, stand or park any vehicle on or adjacent to the median or the median strips on those roads, unless permitted by publicly notified resolution of Council.

16. Traction engines

- 16.1 No person may operate any traction engine not fitted with rubber tyres on any road within the District without first obtaining consent in writing from the Council and complying with all conditions the Council sees fit to impose.

16.2 Every person who commits an offence in accordance with section 22 of this Bylaw in addition to being liable for payment of a fine upon conviction for such offence will also be liable for and pay compensation to the Council for repairs to any damage which may be caused or be done by a traction engine or trailer to any road sign or pole, road, bridge or culvert or any drain pipe, water pipe or gas pipe or underground cable or any connection thereto. In the case of dispute as to the amount of compensation payable the same will be ascertained and determined by a Court or Tribunal of competent jurisdiction and may be recovered therein by the Council.

16.3 The operator of any traction engine must stop at the request or signal of any police officer or authorised Council Officer and if requested must advise their name and address. If they are not the owner of the traction engine, they must also give the name and address of the owner.

17. Licensed vehicle stands and stands for animal drawn vehicles

- 17.1 No person may keep or operate within any urban area any vehicle drawn or propelled by animal power available for the carriage of goods or persons for hire, reward or otherwise, without first obtaining written permission so to do from the Council.
- 17.2 Every application for permission to operate within an urban area a vehicle drawn or propelled by animal power must be in such form as the Council may prescribe and the applicant must supply to the Council any further information that it may require.
- 17.3 The fee payable for an application under this clause of the bylaw will from time to time be fixed by the Council.
- 17.4 The holder of such permission must comply with all conditions subject to which the permission is issued. Failure to observe such conditions or the provisions of this bylaw will be an offence against this bylaw and the permission may at the discretion of the Council be suspended or revoked.

Power to appoint stands

- 17.5 The Council may appoint portions of any roads as stopping places or traffic stands under such conditions as appropriate and may revoke, cancel or alter any such appointment or conditions.
- 17.6 In all cases where no stopping places or stands are appointed by the Council a Police Officer will have power in case of necessity to appoint a temporary stopping place or stand and the driver of any vehicle must use it in accordance with the instructions of the Police Officer.

Authorised use of stands

- 17.7 No person in charge of any animal or vehicle may permit the animal or vehicle to remain stationary upon any stand for a longer period than is reasonably necessary for the loading or unloading of goods or the taking up or setting down of passengers.

18. Damage to infrastructure

- 18.1 No person may cause damage to any Council owned road, footpath, berm, swale or public place including associated transportation infrastructure.
- 18.2 No person may cause or permit to be caused any material or debris or water to be deposited or discharged on a road, footpath, berm, swale or public place except where otherwise provided for in this Bylaw or authorised by other approvals.
- 18.3 Where the actions of a person in breach of clauses 18.1 or 18.2 of this Bylaw have resulted in an immediate danger to public safety or the efficiency or longevity of the Transportation Infrastructure, the Council will require any person to desist from this practice immediately and remove the danger or make the affected area safe without delay.
- 18.4 The cost of repairs to damage caused to any road, footpath, berm, swale, public place or Transportation Infrastructure will be borne by any person who commits or allows this offence to be committed and will if necessary be recoverable from any such person by Council.

19. Entranceways and crossings

Entranceways to rural property

- 19.1 On rural roads where property entranceways are frequently used by heavy vehicles or where vehicles require manoeuvring room the Council may at its discretion require entranceways to be designed and constructed in accordance with requirements as set out by the Council All costs incurred in constructing accesses to the required standard must be borne by the property owner.

Vehicle crossings

- 19.2 No vehicle may be taken on to any urban property in the Ashburton District other than over a properly formed vehicle crossing.
- 19.3 No person may construct any vehicle crossing across any footpath, berm or water channel without first obtaining a vehicle crossing permit from the Council.
- 19.4 The Council will, subject to the payment of any required application fee, permit the applicant to construct the vehicle crossing (for which the permit has been obtained) in compliance with all such conditions and standards the Council may require.
- 19.5 The Council may refuse to grant a permit if in the opinion of an authorised officer the construction of the vehicle crossing causes, or may be likely to cause, any danger, or obstruction in any public place.
- 19.6 Any person who:
- (a) takes or permits a vehicle to be taken on to any urban property in the Ashburton District across any footpath, berm or water channel other than by way of a properly formed vehicle crossing; or
 - (b) commences work upon the construction of a vehicle crossing without first obtaining the required permit; or
 - (c) having obtained such permit fails to comply in all respects with the conditions attaching to that permit or set out in this bylaw; or
 - (d) who upon the expiry of the time specified in the permit fails to leave the vehicle crossing construction site or any part thereof in a good and tidy condition in accordance with the requirements of the vehicle crossing permit;
- commits an offence against this bylaw.

Temporary crossings

- 19.7 No person may take or drive a motor vehicle or permit the same to be taken or driven across any footpath or water channel in the course of construction or other work on the adjoining property or to transport building or other materials used in connection unless complying with any conditions the Council may impose, including the provision of a temporary crossing over the footpath or water channel.

Reinforcing of footpaths, channel or crossing

- 19.8 Where any land or premises is occupied or used and any materials, goods, merchandise, articles, or other items are dropped, deposited upon or conveyed across any footpath, water channel or crossing in a manner likely to damage such footpath, water channel or crossing, Council may, by notice in writing require the owner or occupier of such land or premises to provide adequate reinforcement to such footpath, channel or crossing.
- 19.9 Any such owner or occupier who fails to comply with such notice within the period specified commits an offence against this bylaw.

20. Road names, numbering and letterboxes

Naming of roads

20.1 No person may give any name to or affix, set up, or paint any name on any road, private road, or public place without the prior permission in writing of Council.

Property numbering

20.2 The Council may allocate property numbers for the purpose of identifying individual properties. The owner or occupier of every property must mark such building (subject to Clause 20.1 above) with such allocated numbers, being no less than 50mm in height, as Council will direct or approve, and must renew the numbers if they are obliterated or defaced. Kerb numbering in an approved form will be an acceptable alternative.

20.3 The owner or occupier of any building has one month notice from Council to mark such building with such number as Council may direct or approve, or to renew the number as described in clause 20.2. Any owner or occupier who fails to comply with such notice commits an offence against this bylaw.

20.4 Council may at any time to alter the number of any property where in Council's opinion it is necessary or advisable to do so.

20.5 Each such number allocated by the Council must be placed on property in such a position as to be readily visible from any road fronted by such property; or, if no such position is available, must be placed upon a post, fence, or gate, adjacent to the access point of the property where it is readily visible from, such road. The Council may set fees for the supply and erection of 'RAPID' rural property identification numbers.

Defacing names and numbers

20.6 Any person who wilfully or maliciously destroys, pulls down, obliterated, or defaces the name of any road the number of any property, or paints, affixes, or establishes the name of any road, or number to any property, contrary to the provisions of this bylaw, commits an offence against this Bylaw.

Position of urban letterboxes

20.7 No person in the urban area may construct or place a letterbox on the road reserve without prior permission of the Council. Council may approve the design and location of letter boxes on the road reserve in certain circumstances.

21. Horses, stock and dairy cattle

Control of horses

21.1 No person may ride, lead or drive horses along any footpath or cycle track. For the avoidance of doubt, this exclusion does not apply to the Ashburton/Hakatere River Trail.

- 21.2 No person may lead a horse or permit a horse to be led from or by a motor vehicle on any public place except on a public road verge. In such case up to four horses (but only two abreast) may be led from a properly constructed frame attached to a motor vehicle.
- 21.3 No person may lead or permit more than one horse to be led from or by any other vehicle on any public place for any purpose whatsoever.

Driving stock

- 21.4 Except as provided for under Clauses 21.5 and 21.6 of this Bylaw, no person may drive any stock without a harness or yoke on any public place, except with the prior permission in writing of Council and then only in accordance with all conditions which may be imposed. "Driving" for the purposes of this section of the bylaw means moving stock on the hoof.
- 21.5 Except for the provisions of Clauses 21.2 and 21.7 of this Bylaw, stock in rural areas may be driven during the period after sunrise and before sunset on District Roads without Council's written permission provided the following conditions are complied with:-
- (a) The number of animals in any one mob may not exceed 600 head of cattle or 3000 head of sheep and drovers in charge of mobs must be at the ratio of one competent drover to every 200 cattle, or 1000 sheep.
 - (b) The drover must keep the animals moving at all times so as to make progress towards the destination at a reasonable rate.
 - (c) Suitable signs must be displayed, and crossings must be sited to permit effective and safe stopping distances for road users. Signs must all be to a standard determined by the Council and Waka Kotahi and all signage must be provided by the stockowner. Signs are to be put out only on the day of movement and are to be removed within one hour of the stock being removed from the road.
 - (d) All stock on District roads must be removed from the roadway during the period half an hour after sunset until half an hour before sunrise the following day.
- 21.6 No stock may be driven at any time on any road within any urban area. However, Council may by resolution publicly notify and declare certain roads to be stock routes and prohibit or restrict the use of any other roads for the driving of stock. Any such declaration, prohibition or restriction may in like manner be altered or revoked.

Driving stock at night

- 21.7 No person may drive animals on any road during the period between half an hour after sunset and half an hour before sunrise unless it is considered that doing so does not affect road user safety and is in the best interests of all road users. Prior approval to drive stock during these hours is required from Council which will apply conditions that it deems suitable, including that sufficient warning devices are provided and maintained by such person(s) responsible for driving the stock. These must include use of flashing lights, signs and other effective devices or means to ensure that persons using the road will have adequate notice of the presence of such animals on the road.

Movement of dairy cattle on roads for milking

- 21.8 The provisions of clauses 21.4 to 21.7 of this bylaw do not apply to the movement of dairy cattle on roads for milking.
- 21.9 No person may permit dairy cattle to be driven across or along any road unless an alternative route is not reasonably available. Fenced stock races for the passage of dairy cows along rural roads must not be formed on the road reserve without prior approval from Council.
- 21.10 Any person having control of dairy cattle on any road must ensure that the cattle are driven in such a manner and by such points of access to an exit from the road as to ensure that damage is not caused to the surface or surrounding area of the road and must cross the road by the most direct means as practicable.
- 21.11 Any person having control of dairy cattle on any road must ensure that the cattle are not driven carelessly or without reasonable consideration for other persons using the road.
- 21.12 Any person having control of dairy cattle being driven or allowed to cross on any road on a regular basis must ensure that excrement, urine or other matter deposited upon the road from such stock is removed as far as is practicable from the carriageway of the road without delay.
- 21.13 Dairy cattle crossings used on a regular basis must have suitable signs and warning lights displayed, and crossings must be sited to permit effective and safe stopping distances for road users. Signs and warning lights must be to a standard determined by the Council and provided by the landowner. All regular crossing of dairy cattle across district roads must be managed by the dairy herd owner in compliance with the Council's Cattle/Stock Crossing Code of Practice. The Council may amend this code of practice from time to time.

22. Offences and penalties

- 22.1 Every person commits an offence against this bylaw, and is liable on summary conviction to the penalty set out in the Local Government Act 2002, who:
- (a) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this bylaw;
 - (b) Fails to comply with any condition, duty, or obligation, imposed by this bylaw.
- 22.2 Every person who breaches any of the provisions of this bylaw or who suffers or permits any act or thing to be done in contravention or breach of any of the provisions of this bylaw or who neglects to do or refrains from doing anything required to be done under the provision of this bylaw commits an offence against these bylaws and on summary conviction will be liable for penalties in accordance with Clause 14.1 of the Ashburton District Council Explanatory Bylaws 2016.
- 22.3 A person may not be subject to proceedings under Clause 22.2 of this bylaw, if that person is also, on the same facts, being proceeded against for a breach of the Land Transport Act 1998.

- 22.4 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 an enforcement officer, a parking warden or a traffic control device; or
 - (b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

Register of Resolutions
made under the
Ashburton District
Transportation and Parking
Bylaw 2015

Updated as of 28 June 2023

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SCHEDULE A – RESIDENTS’ PARKING AREAS

Schedule A1

Roads reserved for the exclusive parking of specified motor vehicles owned by residents of the surrounding area and displaying a Residents’ Only Permit

Road	Section/Part	Date of Resolution

There are currently no roads specified in this schedule

Schedule A2

Roads able to be used by specified vehicles owned by eligible residents of the surrounding area and displaying a valid Residents’ Exemption permit issued for such a vehicle.

Road	Section/Part	Date of Resolution

There are currently no roads specified in this schedule

SCHEDULE B - ONE WAY ROADS

Schedule B1 - Roads deemed to be one way roads:

Road	Section/Part	Permitted Direction of Travel	Date of Resolution
Oak Grove	Semi-Circular section between northbound lane and southbound lane on Oak Grove near the intersection with Walnut Avenue.	From northbound lane to southbound lane	24 September 2015
East Street Extension	Area linking East Street to East St (SH1) along shop frontage.	From southbound East Street to East St (SH1) southbound	24 September 2015
Burnett Street	Between Cass St and East St	From westbound Cass St to East St	24 September 2015
Tancred Street	Between East St and Cass St	From eastbound East St to Cass St	24 September 2015

Road	Section/Part	Permitted Direction of Travel	Date of Resolution
Lake Hood Drive Extension	Lake Hood Drive to Lake Hood Drive	Southeast from Lake Hood Drive	28 June 2023
The Mall (Methven)	From Main Street (SH77) for 23 m	From Main Street (SH77)	28 June 2023

Schedule B2 - Roads deemed to be two one-way roads because of medians:

Road	Section/Part	Permitted Direction of Travel	Date of Resolution
Chalmers Avenue, Ashburton	South St to Walnut Avenue	In the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip	24 September 2015
Walnut Avenue East, Ashburton	Chalmers Avenue to East St	In the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip	24 September 2015
Oak Grove, Ashburton	Alford Forest Road to Harrison St	In the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip	24 September 2015
Elizabeth Avenue, Rakaia	Bridge St (SH1) to Railway Terrace East	In the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip	24 September 2015

SCHEDULE C - TURNING RESTRICTIONS

Road	Section/Part	Turning Restriction	Date of Resolution
Cox St, Ashburton	At intersection with northbound lane of Chalmers Avenue	No right turn	24 September 2015
East Street, Ashburton	At southern intersection with southbound lane of West Street (SH1)	No right turn	24 September 2015
Saleyards Road, Tinwald	At intersection with Hinds Highway (SH1)	No right turn	28 June 2023

SCHEDULE D - HEAVY TRAFFIC PROHIBITIONS

Schedule D1 – Roads in Urban Areas on which heavy motor vehicles are permitted to travel

Road	Section/Part	Date of Resolution
Ashburton & Tinwald – Schedule D1		
Agnes Street	SH1 to McMurdo Street	28 June 2023
Albert Street	Chalmers Avenue to Trevors Road	24 September 2015
Allens Road	State Highway 77 to Racecourse Road	24 September 2015
Ashford Avenue	Company Road to End of Road	24 September 2015
Beach Road	Chalmers Avenue to Beach Road East	24 September 2015
Beach Road East	Beach Road to end of urban area	24 September 2015
Belt Road	Walnut Avenue to Racecourse Road	24 September 2015
Bremners Road	East Street to Northpark Road	24 September 2015
Bridge Street (Ashburton)	Chalmers Avenue to Glassworks Road	24 September 2015
Bryant Street	Melcombe Street to Lagmhor Road	24 September 2015
Burnett Street West	Park Street to SH1	28 June 2023
Cameron Street East	East Street to Cass Street	24 September 2015
Cass Street	Peter Street to Wills Street	28 June 2023
Chalmers Avenue	South Street to Walnut Avenue	24 September 2015
Company Road	Seafield Road to end of urban area	24 September 2015
Crum Street	JB Cullen Drive to Ashford Avenue	24 September 2015
Drovers Lane	Saleyards Road to end	28 June 2023
East Street	State Highway 1 (North Intersection) to Havelock Street	2 February 2022
East Street	State Highway 1 (South Intersection) to Moore Street	2 February 2022
Farm Road	State Highway 77 to Racecourse Road	24 September 2015

Road	Section/Part	Date of Resolution
Fords Road	Thomson Street to end of urban area	24 September 2015
Frasers Road	Tinwald Westerfield Mayfield Road to end of urban area	24 September 2015
Glassworks Road	Bremners Road to Company Road	24 September 2015
Graham Street	State Highway 1 to Grove Street	24 September 2015
Grahams Road	Grove Street to end of urban area	24 September 2015
Harrison Street	Oak Grove to State Highway 77	24 September 2015
Hassal Street	State Highway 1 to Thomson Street	24 September 2015
Havelock Street	Chalmers Avenue to Walker Street	24 September 2015
J B Cullen Drive	Northpark Road to Works Road	28 June 2023
John Street	East Street to McLean Street	28 June 2023
Lynn Street	JB Cullen Drive to Ashford Avenue	24 September 2015
Malcolm McDowell Avenue	Bremners Road to end of road	24 September 2015
Maronan Road	State Highway 1 to end of urban area	24 September 2015
McMurdo Street	Grahams Street to Agnes Street	28 June 2023
Melcombe Street	Maronan Road to Bryant Street	24 September 2015
Melrose Road	SH77 to end (river)	28 June 2023
Moore Street	SH77 to Chalmers Avenue	28 June 2023
Northpark Road	State Highway 1 to JB Cullen Drive	24 September 2015
Oak Grove	State Highway 77 to Walnut Avenue	24 September 2015
Park Street	SH77 to Kermode Street	28 June 2023
Peter Street	East Street to Cass Street	28 June 2023
Racecourse Road	State Highway 1 to end of urban area	24 September 2015
Saleyards Road	SH1 to Hassal Street	28 June 2023
Seafield Road	Bremners Road to Bridge Street	24 September 2015
Sim Place	JB Cullen Drive to End of Road	24 September 2015

Road	Section/Part	Date of Resolution
South Street	State Highway 1 to Chalmers Avenue	24 September 2015
State Highway 1	Nth Ashburton Speed Restriction signs 50/100 to Sth Ashburton Speed Restriction signs 70/100	24 September 2015
State Highway 77	State Highway 1 (West Street) to West Ashburton Speed Restriction signs 50/100	24 September 2015
Tancred Street West	Park Street to SH1	28 June 2023
Tarbottons Road	Hollands Road to Tinwald Westerfield Mayfield Road	24 September 2015
Tinwald Westerfield Mayfield Road	Frasers Road to end of urban area	24 September 2015
Trevors Road	Albert Street to end of road	24 September 2015
Victoria Street	Cameron Street East to Chalmers Avenue	24 September 2015
Wakanui Road	Chalmers Avenue to end of urban area	24 September 2015
Walker Street	State Highway 77 to Havelock Street	24 September 2015
Walnut Avenue	Oak Grove to Chalmers Avenue	24 September 2015
Wilkin Street	State Highway 1 to Grove Street	24 September 2015
Wilkins Road	Grove Street to end of urban area	24 September 2015
Wills Street East	East Street to Cass Street	28 June 2023
Woollen Mills Drive	SH77 to end	28 June 2023
Works Road	JB Cullen Drive (railway crossing) to end of urban area	24 September 2015
Methven – Schedule D1		
Barkers Road	Mackie Street to end of urban area	24 September 2015
Dolma Street	State Highway 77 to Line Road	24 September 2015
Forest Drive	State Highway 77 to Mt Harding Road	24 September 2015
Hall Street	State Highway 77 to Barkers Road	24 September 2015
Hobbs Road	Morgan Street to end of urban area	24 September 2015
Line Road	Methven Chertsey Road to end of urban area	24 September 2015

Road	Section/Part	Date of Resolution
Mackie Street	Barkers Road to Methven Chertsey Road	24 September 2015
Methven Chertsey Road	State Highway 77 to end of urban area	24 September 2015
Pudding Hill Road	Mt Harding Road to end of urban area	24 September 2015
South Belt	State Highway 77 to Morgan Street	24 September 2015
State Highway 77	Sth Methven Speed Restriction signs 50/100 to Nth Methven Speed Restriction signs 50/100	24 September 2015
Rakaia – Schedule D1		
Acton Road	Burrowes Road to end of urban area	24 September 2015
Bowen Street East	SH1 to Railway Terrace	28 June 2023
Burrowes Road	South Town Belt to Acton Road	24 September 2015
Chapman Street	Elizabeth Avenue to South Town Belt	28 June 2023
Elizabeth Avenue	West Town Belt West to Burrowes Road	24 September 2015
Fergusson Street	SH1 to Railway Terrace	28 June 2023
Michael Street East	State Highway 1 to Railway Terrace East	24 September 2015
Railway Terrace East	Michael Street East to South Town Belt	24 September 2015
Rakaia Barrhill Methven Road	West Town Belt West to end of urban area	24 September 2015
Rolleston Street East	SH1 to Railway Terrace	28 June 2023
South Town Belt	Burrows Road to West Town Belt East	24 September 2015
State Highway 1	Nth Rakaia Speed Restriction signs 70/100 to Sth Rakaia Speed Restriction signs 70/100	24 September 2015
Thompsons Track	South Town Belt to end of urban area	24 September 2015
West Town Belt East	South Town Belt to Normanby Road	24 September 2015
Chertsey – Schedule D1		
Chertsey Kyle Road	State Highway 1 to end of urban area	24 September 2015
Chertsey Line Road	Chertsey Kyle Road to end of urban area	24 September 2015
Chertsey Road	Wards Road to end of urban area	24 September 2015

Road	Section/Part	Date of Resolution
Wards Road	Chertsey Kyle Road to end of urban area	24 September 2015

Fairton – Schedule D1		
Fairfield Road	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Fairfield Road West	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Hinds – Schedule D1		
Cracraft Street	State Highway 1 to Nugent Street	24 September 2015
Delamaine Street	State Highway 1 to Hinds Arundel Road	24 September 2015
Framptons Road	Delamaine Street to End of Road	24 September 2015
Hinds Arundel Road	Delamaine Street to end of urban area	24 September 2015
Hinds Lismore Road	Hinds Arundel Road to end of urban area	24 September 2015
Isleworth Road	State Highway 1 to end of urban area	24 September 2015
Nugent Street	Isleworth Road to Cracraft Street	24 September 2015
State Highway 1	Nth Hinds Speed Restriction signs 70/100 to Sth Hinds Speed Restriction signs 70/100	24 September 2015
Mayfield - Schedule D1		
Arundel Rakaia Gorge Road	Sth Mayfield end of urban area to Nth Mayfield end of urban area	24 September 2015
Lismore Mayfield Road	Arundel Rakaia Gorge Road to East Mayfield end of urban area	24 September 2015
Mayfield Klondyke Road	Arundel Rakaia Gorge Road to West Mayfield end of urban area	24 September 2015
Mt Somers - Schedule D1		
Ashburton Gorge Road	East Mt Somers end of urban area to West Mt Somers end of urban area	24 September 2015
Hoods Road	Nth Mt Somers end of urban area to Sth Mt Somers end of urban area	24 September 2015

Schedule D2 – Roads in Urban Areas on which heavy motor vehicles are permitted to travel or park between 8 pm on any weekday and 6 am the next day, and any Saturday, Sunday or Public holiday except for deliveries.

Road	Section/Part	Date of Resolution
Ashburton & Tinwald - Schedule D2		
Bridge Street (Ashburton)	Tuarangi Road to Glassworks Road	24 September 2015
Chalmers Avenue	South Street to Walnut Avenue	24 September 2015
East Street	Walnut Avenue to State Highway 1 (Nth Int)	24 September 2015
Racecourse Road	State Highway 1 to Allens Road	24 September 2015
Range Street	Robinson Street to McNally Street	28 June 2023
South Street	State Highway 1 to Chalmers Avenue	24 September 2015
State Highway 1	Nth Ashburton Speed Restriction signs 50/100 to Sth Ashburton Speed Restriction signs 70/100	24 September 2015
State Highway 77	State Highway 1 (West Street) to West Ashburton Speed Restriction signs 50/100	24 September 2015
Tarbottons Road	Hollands Road to Tinwald Westerfield Mayfield Road	24 September 2015 28 June 2023
Methven - Schedule D2		
Barkers Road	Mackie Street to end of urban area	24 September 2015 28 June 2023
Forest Drive	State Highway 77 to Mt Harding Road	24 September 2015 28 June 2023
Hall Street	State Highway 77 to Barkers Road	24 September 2015
Line Road	Methven Chertsey Road to end of urban area	24 September 2015
Mackie Street	Barkers Road to Methven Chertsey Road	24 September 2015
Methven Chertsey Road	State Highway 77 to end of urban area	24 September 2015
Pudding Hill Road	Mt Harding Road to end of urban area	24 September 2015

Road	Section/Part	Date of Resolution
State Highway 77	Sth Methven Speed Restriction signs 50/100 to Nth Methven Speed Restriction signs 50/100	24 September 2015
Rakaia - Schedule D2		
Acton Road	Burrowes Road to end of urban area	24 September 2015
Burrowes Road	South Town Belt to Acton Road	24 September 2015
Michael Street East	State Highway 1 to Railway Terrace East	24 September 2015
Railway Terrace East	Michael Street East to South Town Belt	24 September 2015
Rakaia Barrhill Methven Road	West Town Belt East to end of urban area	24 September 2015
South Town Belt	Burrows Road to West Town Belt East	24 September 2015
State Highway 1	Nth Rakaia Speed Restriction signs 70/100 to Sth Rakaia Speed Restriction signs 70/100	24 September 2015
Chertsey - Schedule D2		
Chertsey Kyle Road	State Highway 1 to end of urban area	24 September 2015
Chertsey Line Road	Chertsey Kyle Road to end of urban area	24 September 2015
Chertsey Road	Wards Road to end of urban area	24 September 2015
Wards Road	Chertsey Kyle Road to end of urban area	24 September 2015
Fairton - Schedule D2		
Fairfield Road	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Fairfield Road West	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Hinds - Schedule D2		
Cracraft Street	State Highway 1 to Nugent Street	24 September 2015
Delamaine Street	State Highway 1 to Hinds Arundel Road	24 September 2015
Hinds Arundel Road	Delamaine Street to end of urban area	24 September 2015
Isleworth Road	State Highway 1 to end of urban area	24 September 2015

Road	Section/Part	Date of Resolution
State Highway 1	Nth Hinds Speed Restriction signs 70/100 to Sth Hinds Speed Restriction signs 70/100	24 September 2015
Mayfield - Schedule D2		
Arundel Rakaia Gorge Road	Sth Mayfield end of urban area to Nth Mayfield end of urban area	24 September 2015
Lismore Mayfield Road	Arundel Rakaia Gorge Road to East Mayfield end of urban area	24 September 2015
Mayfield Klondyke Road	Arundel Rakaia Gorge Road to West Mayfield end of urban area	24 September 2015
Mt Somers - Schedule D2		
Ashburton Gorge Road	East Mt Somers end of urban area to West Mt Somers end of urban area	24 September 2015
Hoods Road	From Ashburton Gorge Road south to end of urban area	28 June 2023

Schedule D3 Roads in Urban Areas on which stock are permitted to be transported in heavy motor vehicles

Road	Section/Part	Date of Resolution
Ashburton & Tinwald - Schedule D3		
Albert Street	Chalmers Avenue to Trevors Road	
Beach Road	Chalmers Avenue to end of urban area	
Bremners Road	East Street to Northpark Road	
Bridge Street (Ashburton)	Walnut Avenue to Seafield Road	
Chalmers Avenue	South Street to Walnut Avenue	
East Street	Walnut Avenue to Bremners Road	
Frasers Road	Tinwald Westerfield Mayfield Road to end of urban area	24 September 2015
Fords Road	Thomson Street to end of urban area	24 September 2015
Glassworks Road	Bridge Street to Bremners Road	24 September 2015
Graham Street	State Highway 1 to Grove Street	24 September 2015
Grahams Road	Grove Street to end of urban area	24 September 2015
Hassal Street	State Highway 1 to Thomsom Street	24 September 2015
JB Cullen Drive	Northpark Road to Works Road (railway crossing)	24 September 2015

Road	Section/Part	Date of Resolution
Lagmhor Road	State Highway 1 to Tinwald Westerfield Mayfield Road	24 September 2015
Maronan Road	State Highway 1 to end of urban area	24 September 2015
Racecourse Road	State Highway 1 to end of urban area	24 September 2015
Seafield Road	Bremners Road to end of urban area	24 September 2015
South Street	State Highway 1 to Chalmers Avenue	24 September 2015
State Highway 1	Nth Ashburton Speed Restriction signs 50/100 to Sth Ashburton Speed Restriction signs 70/100	24 September 2015
State Highway 77	State Highway 1 (West Street) to West Ashburton Speed Restriction signs 50/100	24 September 2015
Tinwald Westerfield Mayfield Road	Frasers Road to end of urban area	24 September 2015
Trevors Road	Albert Street to end of road	24 September 2015
Wakanui Road	Albert Street to end of urban area	24 September 2015
Walnut Avenue	State Highway 1 to Chalmers Avenue	24 September 2015
Wilkin Street	State Highway 1 to Grove Street	24 September 2015
Wilkins Road	Grove Street to end of urban area	24 September 2015
Works Road	JB Cullen Drive (railway crossing) to end of urban area	24 September 2015
Methven – Schedule D3		
Barkers Road	Mackie Street to end of urban area	24 September 2015
Forest Drive	State Highway 77 to Mt Harding Road	24 September 2015
Hall Street	State Highway 77 to Barkers Road	24 September 2015
Line Road	Methven Chertsey Road to end of urban area	24 September 2015
Mackie Street	Barkers Road to Methven Chertsey Road	24 September 2015
Methven Chertsey Road	State Highway 77 to end of urban area	24 September 2015

Road	Section/Part	Date of Resolution
Pudding Hill Road	Mt Harding Road to end of urban area	24 September 2015
State Highway 77	Sth Methven Speed Restriction signs 50/100 to Nth Methven Speed Restriction signs 50/100	24 September 2015
Rakaia – Schedule D3		
Acton Road	Burrowes Road to end of urban area	24 September 2015
Burrowes Road	South Town Belt to Acton Road	24 September 2015
Michael Street East	State Highway 1 to Railway Terrace East	24 September 2015
Railway Terrace East	Michael Street East to South Town Belt	24 September 2015
Rakaia Barrhill Methven Road	West Town Belt East to end of urban area	24 September 2015
South Town Belt	Burrows Road to West Town Belt East	24 September 2015
State Highway 1	Nth Rakaia Speed Restriction signs 70/100 to Sth Rakaia Speed Restriction signs 70/100	24 September 2015
Thompsons Track	South Town Belt to end of urban area	24 September 2015
West Town Belt East	South Town Belt to Normanby Road	24 September 2015
Chertsey – Schedule D3		
Chertsey Kyle Road	State Highway 1 to end of urban area	24 September 2015
Chertsey Road	Wards Road to end of urban area	24 September 2015
Wards Road	Chertsey Kyle Road to end of urban area	24 September 2015
Fairton – Schedule D3		
Fairfield Road	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Fairfield Road West	Silver Fern Farms Access [Private] to end of urban area	24 September 2015
Hinds – Schedule D3		
Cracraft Street	State Highway 1 to Nugent Street	24 September 2015
Delamaine Street	State Highway 1 to Hinds Arundel Road	24 September 2015

Road	Section/Part	Date of Resolution
Hinds Arundel Road	Delamaine Street to end of urban area	24 September 2015
Isleworth Road	State Highway 1 to end of urban area	24 September 2015
State Highway 1	Nth Hinds Speed Restriction signs 70/100 to Sth Hinds Speed Restriction signs 70/100	24 September 2015
Mayfield - Schedule D3		
Arundel Rakaia Gorge Road	Sth Mayfield end of urban area to Nth Mayfield end of urban area	24 September 2015
Lismore Mayfield Road	Arundel Rakaia Gorge Road to East Mayfield end of urban area	24 September 2015
Mayfield Klondyke Road	Arundel Rakaia Gorge Road to West Mayfield end of urban area	24 September 2015
Mt Somers - Schedule D3		
Ashburton Gorge Road	East Mt Somers end of urban area to West Mt Somers end of urban area	24 September 2015
Hoods Road	Nth Mt Somers end of urban area to Sth Mt Somers end of urban area	24 September 2015

SCHEDULE E - SPECIAL VEHICLE LANES

Schedule E

Road	Section/Part	Date of Resolution

There are currently no roads specified in this schedule

SCHEDULE F - TURNING MOVEMENTS PERMITTED BY SPECIFIED CLASSES OF VEHICLES

Schedule F

Road	Section/Part	Date of Resolution

There are currently no roads specified in this schedule

SCHEDULE G - WEIGHT OR SPEED RESTRICTIONS OVER BRIDGES OR CULVERTS

Schedule G

Name of road	Name of bridge or culvert, and water way crossed	Weight limit		Speed limit	Date of Resolution
		Maximum weight on any axle	Gross weight (maximum sum of axle weights)		
Hakaterere Heron Road	Bridge No. 49 Lake Stream		50% Class 1	10 kph	18 May 2016
Double Hill Run Road	Bridge No. 130 Unnamed Creek		3,500kg		18 May 2016
Shepherds Bush Road	Bridge No. 151 Water Race			10 kph	18 May 2016

SCHEDULE H - OVERDIMENSION HEAVY TRAFFIC ROUTES

Road	Section/Part	Date of Resolution
Ashburton & Tinwald - Schedule H		
Beach Road	Chalmers Avenue to end of urban area	24 September 2015
Bremners Road	East Street to Seafield Road	24 September 2015
Bridge Street (Ashburton)	Walnut Avenue to Seafield Road	24 September 2015
Chalmers Avenue	South Street to Walnut Avenue	24 September 2015
East Street	Bremners Road to State Highway 1	24 September 2015
Fords Road	Thomson Street to end of urban area	24 September 2015
Frasers Road	Tinwald Westerfield Mayfield Road to end of urban area	24 September 2015
Graham Street	State Highway 1 to Grove Street	24 September 2015
Grahams Road	Grove Street to end of urban area	24 September 2015
Hassal Street	State Highway 1 to Thomson Street	24 September 2015
Lagmhor Road	State Highway 1 to Tinwald Westerfield Mayfield Road	24 September 2015

Road	Section/Part	Date of Resolution
Maronan Road	State Highway 1 to end of urban area	24 September 2015
Racecourse Road	State Highway 1 to end of urban area	24 September 2015
Seafield Road	Bremners Road to Bridge Street	24 September 2015
South Street	State Highway 1 to Chalmers Avenue	24 September 2015
State Highway 1	North Ashburton Speed Restriction signs 50/100 to South Ashburton Speed Restriction signs 70/100	24 September 2015
State Highway 77	State Highway 1 (West Street) to West Ashburton Speed Restriction signs 50/100	24 September 2015
Methven - Schedule H		
Barkers Road	Mackie Street to end of urban area	24 September 2015
Dolma Street	State Highway 77 to Line Road	24 September 2015
Forest Drive	State Highway 77 to Mt Harding Road	24 September 2015
Hall Street	State Highway 77 to Barkers Road	24 September 2015
Hobbs Road	Morgan Street to end of urban area	24 September 2015
Line Road	Methven Chertsey Road to end of urban area	24 September 2015
Mackie Street	Barkers Road to Methven Chertsey Road	24 September 2015
Methven Chertsey Road	State Highway 77 to end of urban area	24 September 2015
Pudding Hill Road	Mt Harding Road to end of urban area	24 September 2015
State Highway 77	Sth Methven Speed Restriction signs 50/100 to Nth Methven Speed Restriction signs 50/100	24 September 2015

Appendix 3 – Hearings & Deliberations

Hearing Minutes – 31 May 2023

Minutes of the Council Hearings & Deliberations [**Draft Transportation & Parking Bylaw**] held on Wednesday 31 May 2023, commencing at 1pm in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown; Cr Richard Wilson (Chair); Councillors Leen Braam, Carolyn Cameron, Russell Ellis, Phill Hooper, Lynette Lovett, Rob Mackle, Liz McMillan and Tony Todd.

Apologies: Nil

In attendance

Hamish Riach (Chief Executive), Jane Donaldson (GM Compliance & Development), Toni Durham (GM Democracy & Engagement), Neil McCann (GM Infrastructure Services), Mark Low (Strategy & Policy Manager), Richard Mabon (Senior Policy Advisor), Mark Chamberlain (Roading Manager), Rick Catchpowle (Environmental Monitoring Manager) and Carol McAtamney (Governance Support).

1 member of the public

The Chair advised that two submitters will be heard and Council will then consider the remaining submissions.

Submitter: Donna Favel (1pm to 1.12pm)

Key points:

- Heavy traffic travelling on prohibited roads
- Parking on footpaths has been an offence for near on 20 years, but continues to happen
- Request that ADC submit and support the proposed signs and consider local bilingual signs whether appropriate

CC Do you have a view on air-braking in town – do you hear air-braking

DF No don't have an opinion

PH Agree with your on footpath parking, feel fines need to be tougher

Submitter: Dame Lynda Topp (1.12pm to 1.41pm)

Key points:

- Key change 2, metered parking
- Methven people/businesses do not want metered parking
- Want increased time limits on parking – 1 hour is not enough, suggest 2 or 3 hours
- Many business would be affected by time limits
- Consider changes in Ashburton – maybe free parking days, if you want more people to come into the area, the less you charge them the more they will come
- Suggestion of the inclusion of a clause that there is no metered parking

NB All parking is free, however is time restricted, which ensures parks are not occupied all day by the same vehicle, making it fair for everyone

LT There is restricted parking in the main street of Methven of 60 minutes – not always suitable, need to understand how restricted parking affects businesses in those areas

LM Restrictions for Methven Mall – some business held a meeting, did you go to that and was there feedback?

LT Didn't attend but have spoken to business in the Mall area and they are worried about the effects that meters would have on their trade

- CC Support your stance on metered parking, do you have a view on scooters
- LT Mobility scooters should have full access, haven't seen many e scooters in Methven – maybe need specific scooter parking – this submission is more about metered parking
- PH Cars parked in same spots all day would not be fair – this needs to be a balancing act
- LT It comes down to courtesy
- TT Information from parking sensors in town showed that the average stay was 30 minutes – do feel time restriction is needed
- LT One hour is not enough time for people to tend to their business
- LL What would you like to see for time limits
- LT In the Mall – at least two hours, possibly three
- RM Possibly working on the assumption that people are courteous – which is not always the case, hence the need for time limits

Summary of Submitters

- Peter Street to be included for heavy truck access
- Parking on footpaths – is a problem district wide, includes caravans, motorhomes, heavy vehicles. Inconsiderate parking incurs a \$60 fine, we have a number of these currently under investigation
- How many loading zones do we have – two, this was deliberate in the CBD upgrade to discourage heavy traffic entering the CBD.
- Now that Briscoes has relocated, should there delivery bay be revisited - yes
- Can we ban air braking in Methven, should we look at signage
- If banning heavy vehicle parking – where are they going to park, should Council be looking for options where they can park safely

Jane Donaldson

Provided an update on current parking in Methven

- The one hour restriction on the main street in Methven was implemented following a request from the local business owners
- That is the only time restriction currently in Methven
- The operator of SuperValue requested time restrictions outside his business. Consultation was undertaken proposing 10 of the 15 angle parks have a one hour restriction which left 26 parks adjacent to the kerb with no time restrictions. Very mixed results were received from the consultation. A report is going to the MCB for five parks to be designated with a 30 minute time limit, who will then make a recommendation to Council.
- There is no intention to install meters

Richard Mabon

Maps 1, 3, 4, 6-9 & 12

That Council approves the following changes to traffic restrictions in Ashburton, Lake Hood, Rakaia and Tinwald, as per consultation maps 1, 3, 4, 6, 7, 8, 9 and 12:

One-way restriction - Lake Hood

1. One-way restriction permitting southeast travel on Lake Hood Drive Extension from Lake Hood Drive to Lake Hood Drive

Turning Restriction - Tinwald

2. No-right turn restriction at the intersection of Saleyards Road and SH1, Tinwald

Heavy traffic permitted to travel - Tinwald

3. Agnes Street between McMurdo Street and SH 1
4. Drovers Lane from Saleyards Road to end
5. McMurdo Street between Agnes Street and Graham Street
6. Saleyards Road between Hassal Street and SH 1

Heavy traffic permitted to travel - Ashburton

7. Burnett Street West between Park Street and SH 1

8. John Street between East Street and McLean Street
9. Moore Street between Chalmers Avenue and SH 77
10. Park Street between Kermode Street and SH 77
11. Tancred Street West between Park Street and SH 1
12. Wills Street East between Cass Street and East Street
13. J B Cullen Drive between Northpark Road and Works Road
14. Melrose Road, from SH 77 to end
15. Woollen Mills Road from SH 77 to end

Heavy traffic permitted to travel and park - Ashburton

16. Range Street between McNally Street and Robinson Street

Heavy traffic permitted to travel - Rakaia

17. Bowen Street East between Railway Terrace and SH 1
18. Chapman Street between Elizabeth Avenue and South Town Belt
19. Fergusson Street between Railway Terrace and SH 1
20. Rolleston Street East between Railway Terrace and SH 1

Heavy traffic permitted to travel and park - Mt Somers

21. Hoods Road between Ashburton Gorge Road and the end of the urban area
Braam/Lovett Carried

Map 3 – no right turn out of the saleyards and the dump station doesn’t work well. It was advised that Waka Kotahi required the no right turn – Officers to provide more information on how this decision was made.

Map 2, The Mall, Methven

That Council approves the one-way restriction permitting travel west on The Mall from SH 77 (Main Street) for 23 metres.

McMillan/Hooper Carried

That Council approves a review of the Methven Mall speed restrictions to be included in the Speed Management Plan

McMillan/Cameron Carried

Area bounded by East, Peter, Cass and Wills Streets

That Council approves the following changes to heavy traffic restrictions in Ashburton:

1. Cass Street between Peter Street and Wills Street
2. Peter Street between Cass street and East Street
3. Wills Street between Cass Street and East Street

Cameron/Lovett Carried

Map 10, Tarbottons Road, Tinwald

Officers advised that the deletion of permission to travel and park on Tarbottons Road would prevent overnight parking but would not prevent heavy vehicles using this road as that is still enabled by previous Council resolutions.

That Council delete the permission for heavy vehicles to travel and park on Tarbottons Road from Hollands Road to Tinwald-Westerfield-Mayfield Road

Ellis/Braam Carried

Map 11, Barkers Road and Forest Drive, Methven

Officers advised that the deletion of permission to travel and park on Barkers Road and Forest Drive would prevent overnight parking but would not prevent heavy vehicles using these roads as that is still enabled by previous Council resolutions.

That Council delete the permission for heavy vehicles to travel and park on the following roads in Methven:

1. Barkers Road from Mackie Street to the end of the urban area
2. Forest Drive from Mt Harding Road to SH 77

McMillan/Lovett Carried

New proposals from submitters

Heavy vehicles should have access to the road network as of right.

That Council take no further action on the proposal that heavy vehicles should have access to the road network as of right

Ellis/Braam Carried

Ban on trucks and trailers parking overnight should be district wide

That Council take no further action on the proposal that heavy vehicles be banned from overnight parking across the whole district.

McMillan/Todd Carried

Keep all heavy trucks out of the CBD

That Council take no further action on the proposal that heavy vehicles be banned from the Ashburton central business district.

McMillan/Todd Carried

Include State Highways within the Bylaw

That Council approve the inclusion of state highways within the Bylaw.

McMillan/Todd Carried

A designated drop-off space close to Kelly's Bar to prevent double-parking

That Council take no further action on the proposal that a designated drop-off space be provided close to Kelly's Irish Café & Bar.

Hooper/Braam Carried

Extend the proposed route of Park Street from Tancred Street West to Kermode Street

That Council direct officers to investigate and report back to Council on extending permission for heavy vehicles to travel on Park Street between Tancred Street West and SH 77.

Hooper/McMillan Carried

Extra loading zone in Tancred Street located on the East Street end

That Council direct officers to investigate and report back to Council on the provision of an extra loading zone at the eastern end of Tancred Street.

Hooper/McMillan Carried

Remove kerbside parking on the western side of West Street between Walnut Avenue and Saunders Road

That Council direct officers to investigate and report back to Council on the removal of kerbside parking on the western side of West Street (SH 1).between Saunders Road and Walnut Avenue.

Hooper/McMillan Carried

Councillors also directed that Officer reports include maps showing existing and any proposed new restriction.

Adjourned from 3.00pm to 3.22pm

Assurances sought on more proactive enforcement – does Council want to look at a change in service level

That Council confirms that the existing level of service for enforcement of the bylaw and related stationary and moving vehicle offences is appropriate at this time and more proactive enforcement is not required.

Ellis/Todd Carried

That Council continue to promote the use of the Snap Send Solve mobile phone app for people to report inconsiderate parking on footpaths and other stationary and moving vehicle offences.

Ellis/Todd Carried

More action on engine braking in Methven

Councillors noted that the Roading Manager has a meeting planned with transport operators on issues including engine braking and overnight parking and will report back to Council with feedback from that meeting.

That Council take no further action on engine braking in Ashburton District pending feedback from the meeting with transport operators and noting the advice from Waka Kotahi on the issue.

Hooper/Ellis Carried

Time restricted and metered parking opposed other than the work currently being undertaken by the Methven Community Board.

Jane Donaldson advised Council that the Eastfield off-street parking area is the only metered parking area in the Ashburton District.

That Council confirms that:

1. It has no plans to introduce new on-street or off-street metered parking in the District; and
2. It will continue to consider requests from the community for changes to parking restrictions on their merits.

McMillan/Ellis Carried

Replicate provision from legislation on parking on footpaths

That Council take no further action on the proposal to replicate provisions in the Road Traffic Rules within the Bylaw..

Cameron/Ellis Carried

Prepare footpath parking guidelines

That Council take no further action on the concept of footpath parking guidelines and continue to promote the use of the Snap Send Solve mobile phone app for people to report inconsiderate parking on footpaths and other stationary and moving vehicle offences.

Ellis/Todd Carried

Clarify the relationship between the Walking and Cycling Strategy and the Bylaw

That Council directs officers to prepare amendments to the Bylaw that clarify the relationship between the bylaw and the Ashburton District Walking and Cycling Strategy 2020-2030.

Todd/Lovett

Carried

Keep e-scooters out of Ashburton CBD

That Council informs submitters that it does not have the legal powers to ban e-scooters from public places, such as the Ashburton central business district, but it will enforce the Bylaw and Road Traffic Rules where these are breached.

Todd/Hooper

Carried

Council practice on anonymous submissions

That Council confirms that the existing practice for the consideration of anonymous submissions be retained.

Hooper/McMillan

Carried

Corrections, improvements and typos from submitters

That Council directs officers to prepare amendments to the bylaw that address the corrections and typographical errors noted by submitters.

Todd/Lovett

Carried

Wrap-up Resolutions

That Council directs officers to make amendments to the bylaw consistent with the decisions made during these deliberations and present the Bylaw for formal adoption on 28 June 2023

Ellis/Hooper

Carried

Next Steps

- 28 June: Council adopts final bylaw
- Move on to review of Solid Waste Management and Minimization bylaw

The meeting closed at: 3.49pm

10. Leases for Hekeao / Hinds Water Enhancement Trust

Author	<i>Renee Julius; Property Manager Tania Paddock; Legal Counsel</i>
Executive Team Member	<i>Leanne Macdonald; Group Manager – Business Support</i>

Summary

- The purpose of this report is to seek Council approval to enter into three leases with the Hekeao / Hinds Water Enhancement Trust.
- One lease is for the original Managed Aquifer Recharge ('MAR') site on the corner of Frasers Road and Timaru Track Road, Ashburton.
- The other two leases are for two proposed new MAR sites, one on McDougalls Road and one on the corner of Ealing Montalto Road and Arundel Rakaia Gorge Road.

Recommendation

- 1. That** Council enters into a Deed of Lease with the Hekeao / Hinds Water Enhancement Trust under section 61(2A) of the Reserves Act 1977 for Reserve 1959 on the corner of Frasers Road and Timaru Track Road, Ashburton for a term of 10 years, with two rights of renewal for a further 10 years each, for \$1 (if demanded) plus outgoings.
- 2. That** Council enters into a Deed of Lease with the Hekeao / Hinds Water Enhancement Trust under section 61(2A) of the Reserves Act 1977 for Reserve 5174 on McDougalls Road, Ashburton for a term of 10 years, with two rights of renewal for a further 10 years each , for \$1 (if demanded) plus outgoings.
- 3. That** Council enters into a Deed of Lease with the Hekeao / Hinds Water Enhancement Trust under section 61(2A) of the Reserves Act 1977 for Reserve 2519 on the corner of Ealing Montalto Road and Arundel Rakaia Gorge Road, Ashburton for a term of 10 years, with two rights of renewal for a further 10 years each, for \$1 (if demanded) plus outgoings.

Attachments

- Appendix 1** Frasers Road site plan
Appendix 2 McDougalls Road site plan
Appendix 3 Ealing Montalto Road / Arundel Rakaia Gorge Road site plan

Background

Hekeao / Hinds Water Enhancement Trust

1. Hekeao / Hinds Water Enhancement Trust ('HHWET') is a community group set up to manage large scale groundwater rehabilitation projects across the Hekeao/Hinds Plains. These projects include managed aquifer recharge, near river recharge and targeted stream augmentation.
2. HHWET's goals in undertaking these projects include enhancing groundwater quality, improving baseflows to spring-fed streams and rivers to improve ecological, cultural and social values and to improve and sustainably manage groundwater storage levels.
3. Council has previously supported HHWET through providing the use of ADC consented but unused stockwater, Council funding and use of Council land for projects.
4. The Mayor and Councillor Cameron are both trustees on the HHWET trust board.

Frasers Road Site

5. The Frasers Road MAR site is an original MAR pilot site which began in 2016/2017. This site used un-utilised ADC stockwater from the Rangitata River, which was diverted via the RDR through the MHV Water Irrigation scheme into the purpose-built recharge basin at the Frasers Road site.
6. The Frasers Road site is a 1.9 hectare, Local Purpose (Gravel Pit) Reserve land, with a legal description of Reserve 1959. It is Crown land which is administered by Council under the Reserves Act 1977. Council had previously granted Environment Canterbury a lease for this site for MAR activities, but the lease expired in October 2020. HHWET took over this project from ECan and are seeking protection for the site in the form of a long-term lease for the site.
7. The proposed lease area for the Frasers Road site is shown in **Appendix One**.

McDougalls Road and Ealing Montalto Road / Arundel Rakaia Gorge Road sites

8. HHWET have applied to Environment Canterbury for resource consent¹ to operate MAR sites at 34 locations within the Hekeao / Hinds Plains. Of these, 14 are existing MAR sites and 20 are new sites.
9. The majority of these MAR sites are on privately owned property. However, three of these new sites are on ADC owned or administered land. Of these, HHWET are seeking a lease from Council for two sites. No lease is being sought for the third site at this time, due to its potential future use as a gravel pit for roading.

¹ [CRC233046 details](#)

10. The two ADC sites that HHWET has requested a lease for are:
 - a. Reserve 5174 on McDougalls Road. This is an approximately 2 hectare, Local Purpose (Gravel Pit) Reserve. This site is shown in the plan in **Appendix Two**. This Reserve is currently occupied by the adjoining landowner under a licence to occupy for stock grazing purposes. How the lease deals with this dual use is discussed in more detail in the next section of this report.
 - b. Reserve 2519 on the corner of Ealing Montalto Road and Arundel Rakaia Gorge Road. This is also an approximately 2 hectare, Local Purpose (Gravel Pit) Reserve. This site is shown in the plan in **Appendix Three**. Council has no current use for this site.
11. If resource consent is obtained and leases are granted, HHWET intend to construct soakage pits on each site for managed aquifer recharge. The soakage pit will only cover a very small portion of each site.
12. The parties have agreed these two leases will only commence once HHWET obtains resource consent for these new sites from ECan.

Proposed Lease Terms

13. All three leases have substantially the same lease terms. Below is a summary of these lease terms:
 - a. Term: 10 years, with two rights of renewal of 10 years each (noting that the leases for the two new sites will only commence once ECan resource consent is obtained).
 - b. Rent: \$1 if demanded in recognition of the community nature and community benefit provided by these leases, as well as in recognition of HHWET's investment in the land for the benefit of the community. However, the leases do enable Council to undertake rent reviews if HHWET is no longer using any of the sites in accordance with Council's expectations (that is, for community benefit).
 - c. Outgoings: HHWET will be responsible for all outgoings, including rates and maintenance costs.
 - d. Maintenance: HHWET is responsible for all maintenance, including grounds and fences.
 - e. Insurance: HHWET must insure any of its improvements. It must also hold public liability insurance with a minimum \$2 million cover.
 - f. End of lease: At the end of the lease, HHWET must remove all its improvements from the sites and remediate the land.

14. The McDougalls Road site lease has an additional non-exclusive use clause due to the shared use of this site with the adjoining landowner. This clause requires HHWET and the adjoining landowner to work together to manage their permitted uses and obligations under their respective lease and licence to occupy arrangements. Further, Council is not to be called upon to resolve any disputes between the two parties.
15. HHWET were provided the draft leases in early May 2023. The HHWET Board then approved these draft leases at its 19 May 2023 Board meeting.
16. Council officers only have delegation to enter into leases of up to 10 years duration (including renewals). Therefore, given the proposed lease term exceeds officers' delegations, Council approval is sought for Council to enter into these leases.

Options analysis

Option one – Council to enter into three leases with HHWET

17. Under this option, Council would enter into the three leases with HHWET.

<p>Advantages:</p> <ul style="list-style-type: none"> - These leases would enable HHWET to continue MAR activities on the Frasers Road site and commence MAR activities on the other two sites (subject to HHWET obtaining ECan resource consent). 	<p>Disadvantages:</p> <ul style="list-style-type: none"> - These three sites are tied up in long term leases, with no revenue being generated for Council. - The land cannot be used for any other alternative use during the lease term (other than the McDougalls Road site that has a shared use).
<p>Risks:</p> <p>There is a potential risk of onsite flooding, given managed aquifer recharge is a process where water is brought to the sites via open races or pipes and supplied into leaky basins or soakage pits to discharge to ground. However, this risk is managed to the extent possible through good management by HHWET, indemnities in the leases and the requirement for HHWET to hold public liability insurance.</p>	

Option two – Council do not enter into three leases with HHWET

18. Under this option, Council would not enter into the three leases with HHWET.

<p>Advantages:</p> <ul style="list-style-type: none"> - Council may find alternative uses or lessees for the three sites which could generate revenue for Council. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> - The Frasers Road site is the original MAR pilot site. HHWET will have to shut down this site if Council no longer wishes to lease the site to HHWET.
<p>Risks:</p> <p>A perceived lack of support for MAR may be a reputational risk to Council, as it may be regarded negatively in the community.</p>	

Legal/policy implications

Reserves Act 1977

19. Council has authority under section 61(2A) of the Reserves Act 1977 to grant leases over Local Purpose reserve land. Leases of Local Purpose reserve land cannot be a term longer than 33 years (including renewals).

Climate change

20. Council's Climate Resilience Plan² recognises that increasing temperatures and increased drought potential as a result of climate change may introduce a range of stresses in the local agricultural industry, including impacting on water availability for irrigation and other farming purposes.
21. One of the goals of HHWET's MAR projects is to increase groundwater levels. Therefore, the recommendation in this report may help reduce the negative impacts of climate change by enabling sites to be used for MAR activities.

Review of legal / policy implications

Reviewed by In-house Counsel

Tania Paddock; Legal Counsel

Strategic alignment

22. The recommendation relates to Council's community outcome of 'A balanced and sustainable environment' and 'A prosperous economy based on innovation and opportunity' because granting the leases enable HHWET to continue to operate and to expand MAR throughout the Hekeao/Hinds plains for the benefit of the community.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental	✓	Expanding MAR activities are considered to have a beneficial impact on water quality and water quantity in the district, which will have a positive environmental impact.
Cultural		
Social		

² [Climate Resilience Plan](#)

Financial implications

Requirement	Explanation
What is the cost?	No cost to Council, other than staff time involved in drafting and negotiating lease terms.
Is there budget available in LTP / AP?	Yes.
Where is the funding coming from?	Staff resource is met by existing budgets.
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	Not applicable
Level of engagement selected	1. Inform – one-way communication
Rationale for selecting level of engagement	The three sites are small areas of land, which Council otherwise has no current use for. There is no requirement under the Reserves Act 1977 to publicly notify leases for local purpose reserve. Therefore, Council can inform the public about these leases once they are granted.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Appendix one – Frasers Road site



Appendix two – MacDougalls Road site



Appendix three – Ealing Montalto Road / Arundel Rakaia Gorge Road site



11. Reserves and Memorial Hall Boards – triennial appointments

Author *Ann Smith, Community Liaison Officer*
Executive Team Member *Toni Durham, GM Democracy & Engagement*

Summary

- The purpose of this report is to update Council on the 2023 triennial meetings of reserve boards and memorial hall boards.
- With this report, now all of the 20 reserve boards and memorial hall boards administered by Council have held their triennial meetings and elected their new boards for the 2022-25 term.

Recommendation

1. **That** Council receives the report.
2. **That** Council approves the appointments submitted by each of the Boards, as detailed in this report.

Background

1. Council administers 15 reserves boards and five memorial hall boards. Each Board is required to hold a public election within three months of Council's triennial elections in order to elect a new Board.
2. Triennial meetings are publicly notified and Council's appointee chairs the public meeting. The Council appointee, or a retiring Chairperson convenes the Board meeting immediately after the public meeting to elect the officers for the new term.
3. Board members nominated at the public meeting must be eligible and consent to stand for election.
4. Following their meetings Boards are required to submit nominations to Council for approval. In the event that any member is not approved by Council, the matter will be referred back to the Board with an explanation and a request for further nomination.
5. Council approved the first wave of Board in February 2023 and these are the remaining to be ratified. The following Boards have held their triennial meetings and elected their members:

Board	Date	Members
Rakaia Memorial Hall Board <i>Council appointee: Cr Lovett</i>	01/02/23	Fred Clarkson (Chair) Linda Hammerich (Secretary/Treasurer) Phillipa Townshend Bruce Kelly Gerry Hurst
Mayfield Memorial Hall and Reserve Board <i>Council appointee: Cr Mackle</i>	28/03/2023	David Greenslade (Chair) Brent Murdoch (Treasurer) John Milne Aafke Baxter Val Fleming John Fleming Helen Saxelby Belinda Waddell
Chertsey Reserve Board <i>Council appointee: Cr Lovett</i>	25/05/2023	Philip Vanderweg (Chair) Craig Rogers (Secretary/Treasurer) Nick Mills Allen Proctor Jenna Mills Terry McMillan Chris Morrison

The current situation

6. All of the 20 reserve boards and memorial hall boards administered by Council have held their triennial meetings and elected their new boards for the 2022-25 term.

Legal/policy implications

Climate change

7. The adoption of this is not impacted by climate change. However, climate change will be a factor in all Reserve and Hall Boards to some degree. Council can expect to see a greater reflection of this in the future.

Strategic alignment

8. The recommendation relates to Council's community outcomes and the overarching vision for the district of Ashburton: District of choice for lifestyle and opportunity.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Reserve and Hall Boards all contribute to the local identity and fabric of each community, this enhances the well-beings.
Environmental	✓	
Cultural	✓	
Social	✓	

Financial implications

Requirement	Explanation
What is the cost?	N/A
Is there budget available in LTP / AP?	Costs are met within existing budgets.
Where is the funding coming from?	N/A
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low

Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	The community will be informed of Council's decision via the usual media channels.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

12. Appointment of Alternate Local Controller and Alternate Recovery Manager

Author *Jane Donaldson; GM Compliance and Development*
Executive Team Member *Hamish Riach; Chief Executive*

Summary

- This report recommends additional Civil Defence Emergency Management appointments to supplement the existing pool of personnel.

Recommendation

- 1. That** Council appoints Shirin Khosraviani as Alternate Local Controller and Alternate Local Recovery Manager, and Jim Henderson as Alternate Local Recovery Manager.

Background

1. Council currently has one Local Recovery Manager (Toni Durham) and four Local Controllers (Jim Henderson, Terry O’Neill, Ian Soper and Ian Hyde). It is proposed to strengthen this pool by adding two additional Recovery Managers (Shirin Khosraviani and Jim Henderson) and one additional Controller (Shirin Khosraviani).
2. Shirin is the Manager of Council’s Art Gallery and Heritage Centre. She has completed CDEM training on CIMS 4(advanced level, Co-ordinated Incident Management System) provided by NZ Land Search and Rescue, and the Controllers Initial Course provided by CDEM Group. Shirin is also about to commence the Response and Recovery Leadership Development Programme provided by Response and Recovery Aotearoa NZ. She regularly attends response and recovery team meetings with the district committees which has allowed her to foster relationships and networks within CDEM in the district, and training and exercises as part of the ADC CDEM watch system.
3. Shirin is a lateral thinker, process driven and strategic in her outlook and based on this is recommended for the dual appointment of Alternate Local Controller and Alternate Local Recovery Manager.
4. Jim Henderson is the Council’s Emergency Management Officer. He has been a Local Controller for the last six years and acted in that capacity during the December 2019 Rangitata flood and the May 2021 severe weather event.
5. Jim has a military background having served 23 years in the NZ Army, and completed a number of leadership and operational courses and deployments during that time. As a CDEM Local Controller Jim has completed the Controllers Development Programme via Massey University, The EOC 2, Controllers initial and CIMS 4 courses. He is about to commence the Response & Recovery Leadership Development Programme provided by Matau Mataora Aotearoa, Response and Recovery Aotearoa New Zealand.
6. It is proposed that Jim is appointed as an Alternate Local Recovery Manager to provide further capability and resilience to Ashburton District CDEM in the recovery space.

Options analysis

Option one – appoint alternate local recovery managers and alternate local controller

This is the recommended option.

<p>Advantages: The pool of specialist resources available to Ashburton’s CDEM team will be enhanced.</p>	<p>Disadvantages: None identified.</p>
<p>Risks: None identified.</p>	

Option two – do not appoint alternates

<p>Advantages: None identified.</p>	<p>Disadvantages: An opportunity to expand the CDEM pool will not be realised.</p>
<p>Risks: In a prolonged event there will be no back up for the Recovery Manager.</p>	

Option three –appoint different alternates

<p>Advantages: Additional cover may be provided.</p>	<p>Disadvantages: The proposed candidates have the right attributes for these roles and it makes sense to utilise them.</p>
<p>Risks: Other suitable candidates for these roles may not be available.</p>	

Legal/policy implications

- Section 27 of the Civil Defence Emergency Management Act covers the appointment of local controllers. In accordance with section 18 of the Act, the CDEM Group has delegated its authority for the appointment of local controllers to each member authority. Territorial Authorities must consult with the Group Controller when appointing local controllers and local recovery managers. This consultation has been carried out.

Strategic alignment

- The recommendation relates to Council’s community well-being outcomes.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental		
Cultural		
Social	✓	Well-being for residents is enhanced with an effective CDEM response team

Financial implications

Requirement	Explanation
What is the cost?	Training costs only.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Training costs will be met from existing budgets.
Are there any future budget implications?	No.
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – one way communication
Rationale for selecting level of engagement	The community will be informed of the appointments through the usual channels.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

13. Submission to Waka Kotahi on Bilingual Signs

Author *Toni Durham; GM Democracy & Engagement*
Activity Manager *Neil McCann; GM Infrastructure & Open Spaces*
Executive Team Member *Hamish Riach; Chief Executive*

Summary

- The purpose of this report is for Council to consider a submission to Waka Kotahi on the draft *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023*

Recommendation

- 1. That** Council approves the proposed draft submission to Waka Kotahi on the draft Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023.

Attachment

Appendix 1 Submission
Appendix 2 Proposed Bilingual signs

Background

The current situation

1. Waka Kotahi, with support from Te Taura Whiri i te Reo Māori (the Māori Language Commission) and Te Manatū Waka Ministry of Transport, has partnered with Te Mātāwai to undertake a programme of work to enable more use of te reo Māori on traffic signs in Aotearoa New Zealand.
2. This has resulted in the [He Tohu Huarahi Māori Bilingual Traffic Signs Programme](#). Appendix 2 shows the proposed signs.
3. Following discussion with the Road Safety Committee, officers have been directed to prepare a submission.
4. Submissions need to be lodged by 30 June 2023.

Options Analysis

Option one – Do not make a submission

5. This is not the recommended option. Council may decide to stay silent and not make a submission on the Bilingual Traffic Signs Programme.

Advantages: Nil	Disadvantages: Council voice may not be listened to by Waka Kotahi.
Risks: Reputational - This would result in Council missing an opportunity to advocate on behalf of the district on an issue of national importance.	

Option two – Approve the proposed submission as attached in Appendix One (recommended option)

6. This option would see Council officers lodge the appended submission to Waka Kotahi.

Advantages: The proposed submission is a draft and ready to be lodged, meaning it will meet deadlines	Disadvantages: Current draft may not accurately reflect elected members position
Risks: Nil	

Option three – Approve an amended submission

7. This option would see Council approve an amended version of the submission for lodging with Waka Kotahi.

<p>Advantages: Officers recognise that useful points of improvement often arise from elected member input and this option may be preferred for those reasons.</p>	<p>Disadvantages: Fundamental amendments will require a re-write of the draft submission</p>
<p>Risks: Fundamental amendment would mean the submission is unlikely to be lodged on-time.</p>	

Legal/policy implications

8. The lodging of a submission does not breach or trigger any statutory or legal duty of the Council.

Strategic alignment

9. The recommendation relates to Council’s community outcome of a district of great spaces and places.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental		
Cultural	✓	The submission can support the revitalisation of Te Reo Māori as a language and the cultural enhancement of being a bilingual nation.
Social	✓	

Financial implications

10. There are no immediate financial implications in making this submission.

Requirement	Explanation
What is the cost?	Officer resource in preparing the submission. This has been met from within existing operating budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager

Significance and engagement assessment

11. The approval of this submission is not considered to be significant.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low, not significant
Rationale for selecting level of significance	Not applicable
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	The community will be informed of Council's submission through usual channels.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

Appendix 1

Submission

He Tohu Huarahi Māori Bilingual Traffic Signs Programme



PREPARED BY: Ashburton District Council
PO Box 94

ASHBURTON 7774

Contact: Mayor Neil Brown
mayor@adc.govt.nz

SUBMITTED TO: Waka Kotahi (NZTA)

via email to: rules@nzta.govt.nz

Introduction

1. Ashburton District Council (Council) welcomes the opportunity to submit feedback on “*He Tohu Huarahi Māori Bilingual Traffic Signs Programme*”. This submission has been prepared by the Council.
2. Located an hour’s drive south of Christchurch, more than 36,300¹ residents live in our district. Approximately 50% of our residents live in the main town of Ashburton, with the rest of our residents living rurally or in smaller towns or villages across the district.
3. Ashburton District (the District) has experienced moderate and sustained population increase since the mid-1990s, increasing by 23% between 2006 and 2013 (a 3.3% increase per year). This growth, however, has now slowed, with an average growth of 1.3% per year since 2013.

Key Points

4. Council is generally supportive of the proposals contained within the He Tohu Huarahi Māori Bilingual Traffic Signs Programme, however has a preference for bilingual informational and directional signs rather than regulatory and warning signs
5. We agree that, given the evidence base provided as a part of the research material underpinning the proposal, bilingual road signage can be implemented without impinging on the road safety in many instances.
6. Council believes that bilingual signage can enhance the character, culture and history of a community and nation as overseas examples show as well as encouraging understanding about the stories associated with a community and normalising the use of Te reo maori in our society.
7. Council supports the rollout programme proposed of progressive sign replacements as they near the end of their useful life as opposed to a significant cost up-front by replacing all signs by a certain date.
8. We noted with interest the consideration given from an ophthalmological perspective on the colour combinations proposed.


¹ Statistics New Zealand Population Estimates 30 June 2022

9. With regard to Annex 1: Destination Signs, Council supports the colours proposed for the differentiation of language in the text provided. We would not like to see any speed sign reduced in size to accommodate the written text however, as the key messaging should remain the speed limit.
10. Council supports the proposals in Annex 2: Public and active transport signs and Annex 3: Walking and Cycling wayfinding signs.
11. With regard to Annex 4: General advisory signs permanent and warning signs and Annex 5: Motorway and expressway signs, Council would not like to see any speed sign reduced in size to accommodate the written text as the key messaging should remain the speed limit.
12. Council supports the proposals in Annex 6: Temporary traffic management signs.

Conclusions

13. Thank for the opportunity to make this submission.

Kā mihi







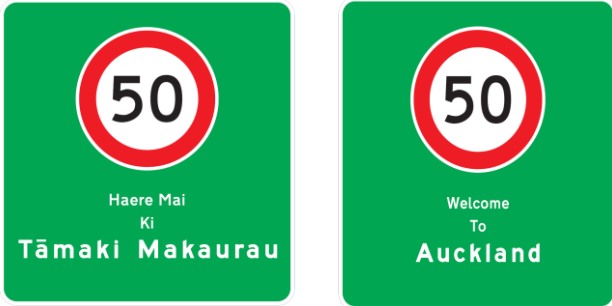


Neil Brown
Mayor











Hamish Riach
Chief Executive


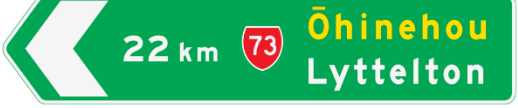




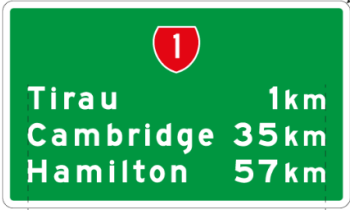

Appendix 2



Annex 1: Destination signs

	Current	Proposed
<p>R1-5.1 Urban threshold</p> <p>Proposed Rule reference: clause 2.5(5)(a)</p>		
<p>R1-5.2 Rural threshold (Option A)</p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>		
<p>R1-5.2 Rural threshold (Option B)</p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>	<p>This is a new sign in the TCD Rule.</p>	
<p>R1-5.5 Safer Speed Area Threshold</p> <p>Proposed Rule reference: clause 2.4(5)(e)</p>		









	Current	Proposed
<p>A11-1 Advanced direction – word message</p> <p>Proposed Rule reference: clause 2.4(5)(jjj)</p>		
<p>A11-2 Advanced direction - 2 localities</p> <p>Proposed Rule reference: clause 2.4(5)(kkk)</p>		
<p>A11-3 Advanced direction – stack</p> <p>Proposed Rule reference: clause 2.4(5)(lll)</p>		
<p>A11-4 Advanced direction - map</p> <p>Proposed Rule reference: clause 2.4(5)(mmm)</p>		









	Current	Proposed
<p>A11-4.1 Advanced direction – map - overhead</p> <p>Proposed Rule reference: clause 2.3(6)</p>	<p>This is a new sign in the TCD Rule.</p>	
<p>A12-1 Advanced lane designation – word message</p> <p>Proposed Rule reference: clause 2.4(5)(nnn)</p>		
<p>A12-2 Advanced lane designation – overhead</p> <p>Proposed Rule reference: clause 2.4(5)(ooo)</p>		
<p>A13-1 Intersection direction – arrow board</p> <p>Proposed Rule reference: clause 2.4(5)(qqq)</p>		

	Current	Proposed
<p>A13-1.1 Intersection direction – arrow board with distance</p> <p>Proposed Rule reference: clause 2.4(5)(rrr)</p>		
<p>A13-2 Intersection direction - arrow</p> <p>Proposed Rule reference: clause 2.4(5)(sss)</p>		
<p>A13-3 Intersection direction – arrow board two directions</p> <p>Proposed Rule reference: clause 2.4(5)(ttt)</p>		
<p>A15-1 Confirmation direction</p> <p>Proposed Rule reference: clause 2.4(5)(uuu)</p>		

	Current	Proposed
<p>A17-1 Place name</p> <p>Proposed Rule reference: clause 2.4(5)(vvv)</p>		




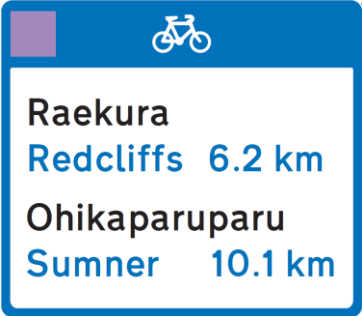
Annex 2: Public and active transport signs

	Current	Proposed
<p>R4-7 Bus lane</p> <p>Proposed Rule reference: clause 2.4(5)(j)</p>		
<p>R4-7.1 Bus only</p> <p>Proposed Rule reference: clause 2.4(5)(k)</p>		
<p>R4-7.2 Bus Lane or Bus Only - single period</p> <p>Proposed Rule reference: clause 2.4(5)(l)</p>		
<p>R4-7.3 Bus Lane or Bus Only - two periods</p> <p>Proposed Rule reference: clause 2.4(5)(m)</p>		

	Current	Proposed
<p>R4-9 Cycle lane</p> <p>Proposed Rule reference: clause 2.4(5)(n)</p>		
<p>R4-9.1 Cycle only</p> <p>Proposed Rule reference: clause 2.4(5)(o)</p>		
<p>R6-2B Text or symbols that may appear below or beside Symbol R6-1B (Items 'Bus stop' and 'Coach stop')</p> <p>Proposed Rule reference: clauses 2.4(2) and 2.4(3)</p>	 	 








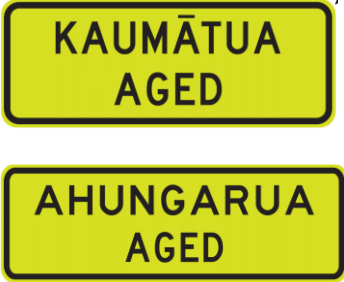


Annex 3: Walking and cycling wayfinding signs





	Current	Proposed
<p>A51-1 Cycle route advance direction – primary route</p> <p>Proposed Rule reference: clause 2.4(5)(ffff)</p>		
<p>A51-2 Cycle route advance direction map – primary route</p> <p>Proposed Rule reference: clause 2.4(5)(gggg)</p>		
<p>A51-3 Cycle route intersection direction – primary route</p> <p>Proposed Rule reference: clause 2.4(5)(hhhh)</p>		
<p>A51-4 Cycle route advance direction arrow – local route</p> <p>Proposed Rule reference: clause 2.4(5)(iiii)</p>		

	Current	Proposed
<p>A51-5 Cycle route direction–primary route</p> <p>Proposed Rule reference: clause 2.4(5)(jjjj)</p>		
<p>A51-8 Cycle route confirmation direction–primary route</p> <p>Proposed Rule reference: clause 2.4(5)(kkkk)</p>		








Annex 4: General advisory signs permanent and warning signs

	Current	Proposed
<p>R1-6.1 Kura School static variable speed limit</p> <p>Proposed Rule reference: clause 2.4(5)(f)</p>		
<p>R1-9.1 Beach variable speed limit</p> <p>Proposed Rule reference: clause 2.3(6)</p> <p><u>Note</u> the current sign was published in the Gazette - May 2022</p>		
<p>R1-9.2 Riverbed variable speed limit</p> <p>Proposed Rule reference: clause 2.3(6)</p> <p><u>Note</u> the current sign was published in the Gazette - May 2022</p>		









	Current	Proposed
<p>R5-11 No camping</p> <p>Proposed Rule reference: clause 2.4(5)(p)</p>		
<p>W11-3.2 Intersection sign supplementary 'Concealed'</p> <p>Proposed Rule reference: clause 2.4(5)(eee)</p>		
<p>W16-5.2 Kindergarten</p> <p>Proposed Rule reference: clause 2.4(5)(fff)</p>		
<p>W16-5.3 Aged</p> <p>Proposed Rule reference: clause 2.4(5)(ggg)</p>		
<p>W17-1.1 School bus - 'school bus'</p> <p>Proposed Rule reference: clause 2.4(5)(hhh)</p>		

	Current	Proposed
<p>W17-1.2 School bus - 'school'</p> <p>Proposed Rule reference: clause 2.4(5)(iii)</p>		
<p>A40-7 Shared zone</p> <p>Proposed Rule reference: clause 2.4(5)(www)</p>		













Annex 5: Motorway and expressway signs













	Current	Proposed
<p>R1-5.3 Motorway ends threshold</p> <p>Proposed Rule reference: clause 2.4(5)(c)</p>		
<p>R1-5.4 Motorway begins threshold</p> <p>Proposed Rule reference: clause 2.4(5)(d)</p>		
<p>A12-3 Exit only supplementary</p> <p>Proposed Rule reference: clause 2.4(5)(ppp)</p>		
<p>A12-4 Exit number supplementary</p> <p>Proposed Rule reference: clause 2.3(6)</p>	<p>This is a new sign in the TCD Rule.</p>	













	Current	Proposed
<p>A41-1 Motorway</p> <p>Proposed Rule reference: clause 2.4(5)(xxx)</p>		
<p>A41-1.1 Motorway begins</p> <p>Proposed Rule reference: clause 2.4(5)(yyy)</p>		
<p>A41-1.2 Motorway ends advance information</p> <p>Proposed Rule reference: clause 2.4(5)(zzz)</p>		
<p>A41-1.3 Motorway ends (Option A and Option B)</p> <p>Proposed Rule reference: clause 2.4(5)(aaaa)</p>	 	 













	Current	Proposed
<p>A41-2 Expressway</p> <p>Proposed Rule reference: clause 2.4(5)(bbbb)</p>		
<p>A41-2.1 Expressway begins</p> <p>Proposed Rule reference: clause 2.4(5)(cccc)</p>		
<p>A41-2.2 Expressway ends advance information</p> <p>Proposed Rule reference: clause 2.4(5)(dddd)</p>		
<p>A41-2.3 Expressway ends (Option A and Option B)</p> <p>Proposed Rule reference: clause 2.4(5)(eeee)</p>		














Annex 6: Temporary traffic management signs













	Current	Proposed
<p>R1-8 Temporary speed limit</p> <p>Proposed Rule reference: clause 2.4(5)(g)</p>		
<p>R1-8.4 Emergency speed limit</p> <p>Proposed Rule reference: clause 2.3(6)</p>		
<p>W1-1.2 New Seal supplementary</p> <p>Proposed Rule reference: clause 2.4(5)(q)</p>		
<p>W1-1.3 Road works supplementary – mobile machinery (1-line)</p> <p>Proposed Rule reference: clause 2.4(5)(r)</p>	 	 
<p>W1-1.9 Road works supplementary - works end</p> <p>Proposed Rule reference: clause 2.4(5)(s)</p>		















	Current	Proposed
<p>W1-1.13 Road works supplementary - bridge repairs</p> <p>Proposed Rule reference: clause 2.4(5)(t)</p>		
<p>W1-4 Road works supplementary – temporary speed limit ahead</p> <p>Proposed Rule reference: clause 2.4(5)(u)</p>		
<p>W2-1.1 Hazard warning supplementary - flooding</p> <p>Proposed Rule reference: clause 2.4(5)(v)</p>		
<p>W2-1.2 Hazard warning supplementary - washout</p> <p>Proposed Rule reference: clause 2.4(5)(w)</p>		
<p>W2-1.3 Hazard warning supplementary - line crew</p> <p>Proposed Rule reference: clause 2.4(5)(x)</p>		
<p>W2-1.5 Hazard warning supplementary - tree felling</p> <p>Proposed Rule reference: clause 2.4(5)(y)</p>		

	Current	Proposed
<p>W2-1.6 Hazard warning supplementary - trucks crossing</p> <p>Proposed Rule reference: clause 2.4(5)(z)</p>		
<p>W2-1.7 Hazard warning supplementary - logging trucks</p> <p>Proposed Rule reference: clause 2.4(5)(aa)</p>		
<p>W2-1.8 Hazard warning supplementary - no road marking</p> <p>Proposed Rule reference: clause 2.4(5)(bb)</p>		
<p>W2-1.9 Hazard warning supplementary - signals changed</p> <p>Proposed Rule reference: clause 2.3(5)(cc)</p>		
<p>W2-1.10 Hazard warning supplementary - signals not working</p> <p>Proposed Rule reference: clause 2.3(5)(dd)</p>		
<p>W2-1.11 Hazard warning supplementary - new road layout</p> <p>Proposed Rule reference: clause 2.4(5)(ee)</p>		

	Current	Proposed
<p>W2-1.13 Hazard warning supplementary - cycle race</p> <p>Proposed Rule reference: clause 2.4(5)(ff)</p>		
<p>W2-1.14 Hazard warning supplementary - runners</p> <p>Proposed Rule reference: clause 2.4(5)(gg)</p>		
<p>W2-1.15 Hazard warning supplementary - walkers</p> <p>Proposed Rule reference: clause 2.4(5)(hh)</p>		
<p>W2-1.16 Hazard warning supplementary - cyclists ahead</p> <p>Proposed Rule reference: clause 2.4(5)(ii)</p>		
<p>W2-1.17 Hazard warning supplementary - runners ahead</p> <p>Proposed Rule reference: clause 2.4(5)(jj)</p>		
<p>W2-1.18 Hazard warning supplementary - walkers ahead</p> <p>Proposed Rule reference: clause 2.4(5)(kk)</p>		

	Current	Proposed
<p>W2-1.20 Hazard warning supplementary - fire</p> <p>Proposed Rule reference: clause 2.4(5)(ll)</p>		
<p>W2-1.21 Hazard warning supplementary - funeral</p> <p>Proposed Rule reference: clause 2.4(5)(mm)</p>		 
<p>W2-1.23 Hazard warning supplementary - hidden queue</p> <p>Proposed Rule reference: clause 2.4(5)(nn)</p>		
<p>W2-1.25 Hazard warning supplementary - pedestrians</p> <p>Proposed Rule reference: clause 2.4(5)(oo)</p>		
<p>W3-2.1 slippery surface supplementary – ice/grit</p> <p>Proposed Rule reference: clause 2.4(5)(pp)</p>		
<p>W3-2.2 Slippery surface supplementary - slow when wet</p> <p>Proposed Rule reference: clause 2.4(5)(qq)</p>		

	Current	Proposed
<p>W3-3.1 Gravel surface supplementary – new seal</p> <p>Proposed Rule reference: clause 2.4(5)(rr)</p>		
<p>W3-3.2 Gravel surface supplementary – seal repairs</p> <p>Proposed Rule reference: clause 2.4(5)(ss)</p>		
<p>W3-6.1 Supplementary – please stop on request</p> <p>Proposed Rule reference: clause 2.4(5)(tt)</p>		
<p>W3-7 Site access distance ahead</p> <p>Proposed Rule reference: clause 2.4(5)(uu)</p>		
<p>W3-8 Site access</p> <p>Proposed Rule reference: clause 2.4(5)(vv)</p>		
<p>W4-7.1 One lane - supplementary sign</p> <p>Proposed Rule reference: clause 2.4(5)(ww)</p>		

	Current	Proposed
<p>W5-1 Road closed ahead</p> <p>Proposed Rule reference: clause 2.4(5)(xx)</p>		
<p>W5-2 Detour ahead follow 'symbol'</p> <p>Proposed Rule reference: clause 2.4(5)(yy)</p>		
<p>W5-4 Detour ends</p> <p>Proposed Rule reference: clause 2.4(5)(zz)</p>		
<p>W6-6 Breakdown</p> <p>Proposed Rule reference: clause 2.4(5)(aaa)</p>		
<p>W7-2 Vehicle mounted sign – road work</p> <p>Proposed Rule reference: clause 2.4(5)(bbb)</p>		
<p>W7-7 Thank you</p> <p>Proposed Rule reference: clause 2.4(5)(ccc)</p>		
<p>W7-7.1 Works end thank you</p> <p>Proposed Rule reference: clause 2.4(5)(ddd)</p>		

14. Standing Orders 2023

Author *Phillipa Clark; Governance Team Leader*
GM responsible *Toni Durham; GM Democracy & Engagement*

Summary

- The Local Government Act 2002 (LGA) requires councils to adopt a set of Standing Orders for the orderly conduct of their meetings. Generally Standing Orders are reviewed in each triennium.
- Local Government NZ (LGNZ) has provided an updated version of the Standing Orders template for use by councils throughout New Zealand, along with a guide including a table of changes made to the 2019 version.
- The template contains three optional provisions for Council to consider (audio-visual link, casting vote and formality of voting).
- Following a Standing Orders workshop in March, Council has indicated that the 2023 Standing Orders will be largely unchanged with the discretionary clauses (as adopted in 2020) to be retained.

Recommendation

1. **That** Council adopts the 2023 Standing Orders for the conduct of its meetings and those of its committees, with the following amendments:
 - i) Provisions for meetings by audio-visual link – yes.
 - ii) A casting vote for chairpersons – yes.
 - iii) Option B (less formal) as the default for speaking and moving motions.

Attachments

- Appendix 1** ADC Standing Orders [\[Supplemental document\]](#)
Appendix 2 Summary of changes to LGNZ standing orders template

Background

1. Council is required to adopt Standing Orders for the conduct of its meetings and its subordinate committees. The current Standing Orders were adopted in 2020.
2. Local Government NZ (LGNZ) reviews Standing Orders every three years and makes an updated template available to all councils. The document, reviewed in 2022 and updated to reflect current legislation and best practice, is attached to this report along with a guide including a table of changes made to the 2019 version.
3. The Standing Orders incorporate legislative provisions relating to meetings, decision-making and transparency. They also include practical guidance on how meetings should operate so that statutory provisions are complied with.
4. In March this year, a Standing Orders workshop was held with elected members, facilitated by Meeting & Governance Solutions. LGNZ's template provided the basis for discussion. Council supported the proposal to adopt a revised set of Standing Orders aligned with the LGNZ template.
5. In adopting the Standing Orders, Council looked at three optional provisions:
 - Members' right to attend by audio or audio-visual link (clauses 13.7-13.16);
 - a casting vote for the Chairperson (clause 19.3A); and
 - the choice of a default option for speaking and moving motions [A-formal (clause 22.2); B-medium/less formal (clause 22.3); or C-informal (clause 22.4)].
6. Council proposes to retain the three optional provisions as per the current Standing Orders –
 - *Audio and audio-visual link.* This reflects current practice and is regularly used. The technology available has enabled members to be included at meetings where they may otherwise have been unable to attend in person. This provision places key responsibility on the Chair to approve applications for members' attendance via link.
 - *Casting vote.* Also current practice. The default provision is that the Mayor, Chairperson or any other person presiding at a meeting has a deliberative vote and, in the case of an equality of votes, has a casting vote.
 - *Formality of speaking and moving motions (Clause 22)*
 - Option A is the most formal of the three and limits the number of times members can speak and move amendments.
 - Option B is less formal and, while limiting the ability of movers and seconders of motions to move amendments, it allows any other members, regardless of whether they have spoken to the motion or substituted motion, to move or second an amendment. (*This is Council's default option*)

- Option C provides substantial flexibility by removing the limitations placed on movers and seconders by the other two options.
7. Unless specifically included in their terms of reference, these Standing Orders don't apply to Council's activity briefings or workshops, or meetings of working parties and advisory groups.
 8. Revised Standing Orders will also be provided to the Methven Community Board for consideration and adoption in August.

Options analysis

Option one – Adopt the revised Standing Orders 2023 (Recommended)

<p>Advantages:</p> <ul style="list-style-type: none"> • The LGNZ review and update of the Standing Orders template incorporates legislative changes and best practice 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Nil.
<p>Risks:</p> <ul style="list-style-type: none"> • No apparent risk. It's not an option for Council to not adopt a set of Standing Orders. 	

Option two – Do not adopt the Standing Orders or further review at a later date

<p>Advantages:</p> <ul style="list-style-type: none"> • The existing Standing Orders will continue to apply and Council would have more time to reassess whether the Standing Orders are meeting Council's governance objectives 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Council would be operating with outdated standing orders • Knowledge gained from workshop participation may be lost
<p>Risks:</p> <ul style="list-style-type: none"> • The risk of not adopting an updated set of standing orders may result in statutory requirements not being met. 	

Climate change

9. Council's decision on the Standing Orders review is not expected to have an impact on Climate Change.

Legal/policy implications

10. The [Local Government Act 2002, Schedule 7 \(cl27\)](#) requires local authorities to adopt standing orders for the conduct of its meetings and then abide by those Standing Orders (clause 16 (1), Schedule 7, LGA).
11. Adopting or amending standing orders requires, in every case, a vote of not less than 75% of the members present.

Review of legal / policy implications

Reviewed by In-house Counsel	Tania Paddock; Legal Counsel
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Strategic alignment

12. The recommendation relates to Council's community outcome of '*Residents are included and have a voice*' because the application of Standing Orders contributes to greater public confidence in the quality of local governance and democracy in general.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental		
Cultural		
Social	✓	Community understanding of and trust in Council's decision-making processes is improved through well-run meetings

Financial implications

Requirement	Explanation
What is the cost?	Officer resource in preparing information met from within existing operating budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Democracy
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered <i>significant</i> ?	No
Level of significance	Low- not significant.
Level of <i>engagement</i> selected	1 Inform
Rationale for selecting level of engagement	Procedural matter not requiring wider consultation.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

// STANDING ORDER

// CHANGES MADE TO THE 2019 LGNZ STANDING ORDERS TEMPLATE (2022)

Definitions	New definitions and amendments:
	<ul style="list-style-type: none"> >> Matariki as a public holiday >> Member of the Police >> Appointed member >> Emergency under “meeting” >> debate >> conflict of interest, >> division, >> Item, >> leave of the hui, >> officer, >> open voting, and >> pecuniary interest >> definition of chair and presiding member tweaked >> definition of workshops tweaked with change to standing orders advice >> definition of seconder expanded by addition of ‘amendment’.
3.5	Motion to suspend standing orders – ‘may’ replaced with ‘must identify the specific standing orders to be suspended’.
7.2	Confirmed that District Licensing Committees do not need to be reconstituted.
9.1	Preparation of an agenda – amended to make it clear that a chief executive prepares an agenda on behalf of the chairperson and ‘must’ consult the chair, or person acting as chair, when preparing it.
9.5	Chair’s recommendation – an addition, to make it clear that any recommendation by a chair must comply with the decision-making provisions of Part 6, LGA 2002.
12.2	Statutory reference inserted - s. 50 LGOIMA.
12.4	Public may record hui - slight amendments to improve practicality.
13.3	Leave of absence – amended to remove ambiguity.
13.7 & 13.17	To confirm that if a chairperson is concerned that confidential information might be at risk, they may terminate an audio and/or audio-visual link
18.5	Release of public excluded information - requirement that the CEO will inform the subsequent hui, has been deleted due to administrative impracticality.
19.1	Decisions by majority vote - tweaked to better align with statutory reference in Schedule 7, LGA 2002.
21.12	Clarification made to the option that allows a member who moves a motion to reserve their right of reply.
23.1	Commas after ‘motion’ and ‘debate’.
23.1	Proposing and seconding – amended to make it clear that movers and seconders are NOT required to stay for the subsequent debate.

// STANDING ORDER

// CHANGES MADE TO THE 2019 LGNZ STANDING ORDERS TEMPLATE (2022)

23.5	Amendments to be relevant - this Standing Order has been expanded with a list of reasons that can be used for not accepting amendments.
23.6 (previous)	'Chairperson may recommend an amendment' - deleted.
23.6 (formerly 23.7)	Foreshadowed amendments – changes to better communicate intent.
23.10 (formerly 23.11)	Withdrawal of motion – changes made to clarify standing order intent.
27.7	Repeat notices of motion – the phrase, 'in the opinion of the chairperson', deleted as not helpful.
28.2	Matters recorded in the minutes - new bullet point (i) added to clarify that "items tabled at the hui" should be included in the minutes.
Appendix 8	Specific standing order references have to the powers of a chair where relevant.
Appendices shifted to Standing Order Guide	>> Process for applying S.41A >> Workshops

15. Code of Conduct 2023

Author *Phillipa Clark; Governance Team Leader*
GM responsible *Toni Durham; GM Democracy & Engagement*

Summary

- The Local Government Act 2002, requires councils to adopt and maintain a Code of Conduct. This report seeks Council's agreement to adopt the revised Code of Conduct which will replace the existing (2017) Code.
- Local Government NZ (LGNZ) provided an updated Code of Conduct template which has informed Council's review. A significant change to the 2022 template is the focus on managing specific types of behaviours, regardless of the platform on which the member is engaging (such as social media).
- The template acknowledges the principles of Te Tiriti o Waitangi and how these apply to kaunihera/councils, and it also suggests an amended approach to investigating and assessing alleged breaches designed to ensure the process is independent.

Recommendation

1. **That** Council adopts the Elected Members Code of Conduct 2023.

Attachment

Appendix 1 ADC Code of Conduct 2023

Background

1. The Local Government Act 2002, Clause 15, Schedule 7, requires councils to have a Code of Conduct in place at all times. Once adopted, the Code remains in force until such time that Council wishes to amend it. Amendments require a resolution supported by at least 75% of members present at the meeting at which the amendment is considered.
2. In 2022, Local Government NZ (LGNZ) reviewed the Code of Conduct template which was made available to assist councils with their own reviews. A significant change to the 2022 template is the focus on managing specific types of behaviours, regardless of the platform on which the member is engaging, such as such as social media, in meetings, or interactions between members.
3. Also included in the template:
 - An explicit description of unacceptable behaviours
 - An acknowledgement of Te Tiriti o Waitangi as the foundational document for Aotearoa New Zealand and a description of Te Tiriti principles and how they apply to kaunihera
 - An amended approach to investigating and assessing alleged breaches designed to ensure the process is independent and focused on serious rather than minor or trivial complaints.
4. In April this year, Council undertook a review of its existing (2017) Code of Conduct in a workshop facilitated by Bruce Robertson. It was generally agreed that the existing Code is still relevant, but Council recognised that it needed to adopt a new Code to better align with the LGNZ template.
5. LGNZ's guidance recommends that councils consider adopting a policy for dealing with alleged breaches of the Code. The findings of the Local Government Commission, in their report on codes of conduct, noted that a number of councils lacked a process for distinguishing between trivial and serious breaches of the code.
6. Notwithstanding this, the Code of Conduct may be adopted without a policy for dealing with breaches. Council's workshop in April agreed that a policy won't be pursued at this time. It was recommended that the existing Code be amended in part, and retain the provision for the Chief Executive to forward a complaint to an independent person.
7. The revised Code of Conduct will be provided to the Methven Community Board for its consideration and adoption.

Options analysis

Option one – Adopt the revised Code of Conduct 2023 (Recommended)

Advantages: <ul style="list-style-type: none">• The revised Code incorporates updated legislation and sector best practice• The Code can be adopted without having a policy for dealing with breaches	Disadvantages: <ul style="list-style-type: none">• Nil
Risks: <ul style="list-style-type: none">• The risk of operating without an up to date and relevant Code	

Option two – Do not adopt the Code of Conduct 2023 and undertake further review

Advantages: <ul style="list-style-type: none">• Council could do more work to incorporate further provisions to the Code and around the policy for dealing with breaches and the use of an independent assessor	Disadvantages: <ul style="list-style-type: none">• Delaying the implementation of an updated and more relevant Code
Risks: <ul style="list-style-type: none">• No significant risk.	

Climate change

8. Council's decision on the Code of Conduct review is not expected to have an impact on Climate Change.

Legal/policy implications

9. The [Local Government Act 2002, Schedule 7 \(cl15\)](#) requires local authorities to adopt a Code of Conduct.
10. Codes of Conduct complement specific statutes such as the Local Government Official Information & Meetings Act (LGOIMA). They work best when they are supported by other mechanisms, e.g. linked with a procedural document such as Standing Orders which provides rules for the conduct of meetings, while a code governs day to day, less formal relationships.

Review of legal / policy implications

Reviewed by In-house Counsel

Tania Paddock; Legal Counsel

Strategic alignment

11. The recommendation relates to Council’s community outcome of ‘Residents are included and have a voice’ because the Code of Conduct contributes to greater public confidence in the quality of local governance and democracy in general.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental		
Cultural		
Social	✓	Codes of Conduct are an important part of building community confidence in Council’s processes.

Financial implications

Requirement	Explanation
What is the cost?	Officer resource in preparing information met from within existing operating budgets. It should be noted that cost would be incurred if Council pursues the option of an independent assessor in the future.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Democracy
Are there any future budget implications?	No
Reviewed by Finance	Erin Register: Finance Manager

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low- not significant.
Level of engagement selected	1 Inform
Rationale for selecting level of engagement	Procedural matter not requiring wider consultation.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

Council

28 June 2023



16. Financial Reports

Author *Erin Register, Finance Manager*
GM responsible *Leanne Macdonald, GM Business Support*

Attachments

Financial variance report May 2023

***Ashburton District Council
Financial Variance Report
For the period ending
31 May 2023***

Variances greater than \$100,000 are highlighted in **red bold**. If the variance is permanent an explanation is provided.

F (favourable variance) means that either actual revenue is greater than budget or actual expenditure is less than budget.

U (unfavourable variance) is **when** actual revenue is less than budget or actual expenditure is greater than budget.

Please note: The Balance Sheet is draft in this report as we are yet to enter opening balances. This is something that is processed after the audit is complete.

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Income and Expenditure – Overview

For period ending 31 May 2023

<p>\$87.01 M Actual YTD Operating Income</p>	<p>\$88.00 M Forecast Full Year Operating Income</p>	<p>(\$0.98) M Variance Operating Income</p>	<p>99% % of Forecast Operating Income</p>
<p>\$67.86 M Actual YTD Operating Expenditure</p>	<p>\$75.89 M Forecast Full Year Operating Expenditure</p>	<p>(\$8.02) M Variance Operating Expenditure</p>	<p>89% % of Forecast Operating Expenditure</p>
<p>\$3.63 M Actual YTD Capital Income</p>	<p>\$72.38 M Forecast Full Year Capital Income</p>	<p>(\$68.75) M Variance Capital Income</p>	<p>5% % of Forecast Capital Income</p>
<p>\$49.34 M Actual YTD Capital Expenditure</p>	<p>\$94.10 M Forecast Full Year Capital Expenditure</p>	<p>(\$44.75) M Variance Capital Expenditure</p>	<p>52% % of Forecast Capital Expenditure</p>
<p>\$5.00 M Actual YTD Loans Repaid</p>	<p>\$8.50 M Forecast Full Year Loans Repaid</p>	<p>(\$3.50) M Variance Loans Repaid</p>	<p>59% % of Forecast Loans Repaid</p>

Income and Expenditure – Summary

For period ending 31 May 2023

	Actual YTD	Full Year Budget	Variance	Percentage of Budget
Revenue				
Rates	40,561,537	44,264,172	(3,702,634)	92%
Fees and Charges	10,299,515	9,341,051	958,464	110%
Subsidies and Grants	16,306,609	18,512,632	(2,206,023)	88%
Finance Income	781,193	351,450	429,743	222%
Other Revenue	6,511,556	6,773,806	(262,250)	96%
Other Sales	1,415,998	1,588,199	(172,202)	89%
Development / Financial Contributions	2,417,652	617,400	1,800,252	392%
Gain on Sale of Assets	2,805,698	3,975,542	(1,169,844)	71%
Vested Assets	5,912,751	2,571,498	3,341,253	230%
Total Revenue	87,012,510	87,995,750	(983,240)	99%
Operating Expenditure				
Payments to Staff and Suppliers	48,404,143	55,870,322	(7,466,179)	87%
Finance Costs	3,142,149	2,482,221	659,928	127%
Other Expenses	202,481	190,717	11,764	106%
Depreciation	16,113,806	17,343,722	(1,229,916)	93%
Total Expenditure	67,862,579	75,886,983	(8,024,404)	89%
Net operating surplus (deficit)	19,149,931	12,108,767	7,041,164	158%
Capital Income				
Loans Raised	0	66,595,213	(66,595,213)	0%
Land Sales	3,354,230	5,680,000	(2,325,770)	59%
Other Asset Sales & Disposals	274,869	103,000	171,869	267%
Total Capital Income	3,629,100	72,378,213	(68,749,113)	5%
Capital Expenditure				
Infrastructural Assets	11,321,906	26,021,010	(14,699,104)	44%
Cyclic Renewals	13,700,657	22,512,977	(8,812,320)	61%
Plant	182,710	631,515	(448,805)	29%
Additions/Alterations	17,070,302	34,433,335	(17,363,033)	50%
Other Assets	7,068,204	10,496,872	(3,428,668)	67%
Total capital expenditure	49,343,779	94,095,709	(44,751,931)	52%
Loan Repayments	5,000,000	8,503,149	(3,503,149)	59%
Total capital to be funded	50,714,679	30,220,645	20,494,034	168%

Note: \$5m of Loan Repayments relates to last years budgeted loan repayments which were actioned in this financial year due to the timing of loans maturing. This repayment will be in addition to the budgeted repayments for the current year ending June 2023

Transportation – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Footpaths	1,208,934	1,368,219	(159,284)	88%	No
Roading	16,297,720	14,837,479	1,460,241	110%	Yes
	17,506,654	16,205,698	1,300,957	108%	
Operating Expenditure					
Footpaths	1,217,250	1,391,426	(174,176)	87%	No
Roading	15,737,621	13,984,340	1,753,281	113%	Yes
	16,954,871	15,375,766	1,579,105	110%	
Capital Income					
Footpaths	0	763,732	(763,732)	0%	No
Roading	0	1,319,813	(1,319,813)	0%	No
	0	2,083,545	(2,083,545)	0%	
Capital Expenditure					
Footpaths	343,113	1,449,620	(1,106,507)	24%	Yes
Roading	9,589,751	10,775,211	(1,185,460)	89%	No
	9,932,864	12,224,831	(2,291,968)	81%	
Loan Repayments					
Footpaths	59,922	20,379	39,543	294%	
Roading	105,804	201,385	(95,581)	53%	
	165,726	221,764	(56,038)	75%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	4,006,484	950,690	3,055,794	421%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Transportation – Operating Income

Roading **\$1,460,241F**

Reason for variance

A favourable variance exists due to the additional subsidy of \$1.376m received from Waka Kotahi for the Emergency Works for the July 2022 heavy rain event.

Council's share of the cost of Emergency Works (\$983,602) is being funded from the Dividend Reserve.

Transportation – Operating Expenditure

Roading **\$1,753,281U**

Reason for variance

Operating expenditure is sitting at 113% of full year budget as at end of May mainly due to the cost of the repairs from the July rain events and the completed reseals and rehabilitations.

With the unbudgeted cost of emergency works there will be an overspend for operating expenditure at the end of the 2022/23 year.

Transportation – Capital Expenditure

Footpaths **\$1,106,507F**

Reason for variance

Contracts are let for footpath renewals and new footpaths with construction progressing at several sites. Most of the construction is to be completed by 30 June 2023 however there will likely be a carry forward component.

Drinking Water – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Group Water Supplies	5,498,145	5,748,179	(250,035)	96%	No
Methven/Springfield Water Supply	274,293	293,032	(18,739)	94%	
Montalto Water Supply	295,241	319,018	(23,777)	93%	
Lyndhurst Water Supply	15,460	16,619	(1,159)	93%	
Barhill Water Supply	4,169	4,488	(319)	93%	
	<u>6,087,309</u>	<u>6,381,336</u>	<u>(294,027)</u>	<u>95%</u>	
Operating Expenditure					
Group Water Supplies	4,967,292	5,653,888	(686,596)	88%	No
Methven/Springfield Water Supply	219,399	296,606	(77,207)	74%	
Montalto Water Supply	269,116	321,864	(52,748)	84%	
Lyndhurst Water Supply	5,228	3,571	1,657	146%	
Barhill Water Supply	1,523	1,063	461	143%	
	<u>5,462,559</u>	<u>6,276,993</u>	<u>(814,433)</u>	<u>87%</u>	
Capital Income					
Group Water Supplies	0	17,251,156	(17,251,156)	0%	No
Methven/Springfield Water Supply	0	1,189,786	(1,189,786)	0%	No
Montalto Water Supply	0	321,472	(321,472)	0%	No
	<u>0</u>	<u>18,762,414</u>	<u>(18,762,414)</u>	<u>0%</u>	
Capital Expenditure					
Group Water Supplies	7,135,226	18,606,532	(11,471,306)	38%	Yes
Methven/Springfield Water Supply	294,804	1,298,498	(1,003,695)	23%	Yes
Montalto Water Supply	50,243	431,032	(380,789)	12%	Yes
	<u>7,480,272</u>	<u>20,336,062</u>	<u>(12,855,790)</u>	<u>37%</u>	
Loan Repayments					
Group Water Supplies	470,896	593,375	(122,479)	79%	No
Methven/Springfield Water Supply	6,937	16,315	(9,378)	43%	
Lyndhurst Water Supply	13,048	13,048	0	100%	
Barhill Water Supply	3,425	3,425	0	100%	
	<u>494,306</u>	<u>626,163</u>	<u>(131,857)</u>	<u>79%</u>	
<i>The above financials include the following:</i>					
Development Contributions	251,351	129,168	122,183	195%	
<i>The above financials do not include the following:</i>					
Vested Assets	527,152	381,100	146,052	138%	

The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Drinking Water – Capital Expenditure

Group Water Supplies

\$11,471,306F

Reason for variance

The majority of this budget relates to the Methven water treatment plant upgrade project. The physical works relating to this project has been accelerated over last few months. Due to revised timing of this project (commissioning now indicated for July) there will be some level of favourable variance expected at 30 June 2023.

Another key project is the Ashburton treatment upgrades. This is a two-year project with detailed design being progressed at present. There is a capital budget of \$2.0M allocated in the current year budget (with a similar figure next year). It was envisaged that critical equipment purchases would be made, and capital construction commenced prior to 30 June. However, pre-purchase of equipment is no longer preferred due contractual complexity this approach imposes later. The design is also proving to be more complex that originally envisaged by officers.

For other minor projects the physical works is underway and well advanced.

A carry forward will be requested for any unspent amounts as at June 2023.

Methven Springfield

\$1,003,695F

Reason for variance

The majority of this budget relates to the Methven water treatment plant upgrade project of which this scheme is part. As noted above, the physical works relating to this project has been accelerated over last few months. Due to revised timing of this project (commissioning now indicated for July) there will be some level of favourable variance expected at 30 June 2023. There will be a carry forward for any unspent funds.

Montalto

\$380,789F

Reason for variance

The % of budget expended is low. This is the design phase budget for a treatment solution for the Montalto scheme. Officers are currently reviewing an interim issues and options report on upgrades options for the scheme. Less progress has been made on this project as the focus of resources is currently on the larger scheme projects. Unspent funds will be subject to a carry forward requested.

Wastewater – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Ashburton Wastewater	5,078,810	4,807,546	271,263	106%	Yes
Methven Wastewater	492,111	412,983	79,128	119%	
Rakaia Wastewater	314,183	359,289	(45,105)	87%	
	5,885,104	5,579,818	305,286	105%	
Operating Expenditure					
Ashburton Wastewater	4,258,204	4,464,082	(205,878)	95%	No
Methven Wastewater	392,036	412,904	(20,868)	95%	
Rakaia Wastewater	375,812	360,751	15,060	104%	
	5,026,052	5,237,738	(211,686)	96%	
Capital Income					
Ashburton Wastewater	0	12,640,324	(12,640,324)	0%	No
Rakaia Wastewater	0	178,356	(178,356)	0%	No
	0	12,818,680	(12,818,680)	0%	
Capital Expenditure					
Ashburton Wastewater	6,273,007	13,944,000	(7,670,993)	45%	Yes
Methven Wastewater	448,125	110,267	337,858	406%	Yes
Rakaia Wastewater	246,103	274,228	(28,125)	90%	Yes
	6,967,235	14,328,495	(7,361,260)	49%	
Loan Repayments					
Ashburton Wastewater	911,137	1,126,249	(215,112)	81%	No
Methven Wastewater	12,443	16,277	(3,834)	76%	
Rakaia Wastewater	45,818	47,192	(1,374)	97%	
	969,398	1,189,718	(220,320)	81%	
<i>The above financials include the following:</i>					
Capital Services Contribution	543,778	383,791	159,986	142%	
<i>The above financials do not include the following:</i>					
Vested Assets	429,625	612,850	(183,225)	70%	

The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Wastewater – Operational Income

Ashburton

\$271,263F

Reason for variance

There is a favourable variance forecast in operational income. This is a result of income from development contributions being higher than projected at budget time. This item is currently sitting at ~\$188,000 above the year-to-date budget. There is also \$80,000 of unbudgeted grant income. This is the final payment of government funding for the Ashburton Relief Sewer main project. Assuming income continues on trend, the total favourable variance is expected to be around \$250,000.

Wastewater – Capital Expenditure

Ashburton

\$7,670,993F

Reason for variance

The majority of this budget relates to the North-west Ashburton wastewater servicing project. The new pipelines are now complete, and work has commenced on the pump station. The pump station is expected to be completed in July.

A key renewal, the wastewater pipeline below the Trevors Rd grit chamber is being progressed with design alignment options being considered at present. There has been some delays associated with engineering resources and getting an arborist to the site to provide guidance on the existing trees in the area. The arborist advice is necessary before the final alignment can be confirmed. Once confirmed, the designed can be completed and finalised. It is now envisaged that this work will be tendered in August. The majority of all other renewal projects are now awarded and underway.

These projects will be subject of a request for carry over funding.

Methven Wastewater

\$337,858U

Reason for variance

This expenditure is associated with the pipeline renewals being undertaken in Methven, and unscheduled renovations to the disposal basins at the Methven WWTP (reactive works due to non-compliances identified at the site).

The renewals are a “catch up” from previous years programmes. An associated carryover covering this work was approved and loaded into the Ashburton cost centre (253). With wastewater being a grouped activity, overall, there is no unfavourable variance.

Rakaia**\$28,125F*****Reason for variance***

This capital budget was to fund a sludge drying solution for the site, however as the design was developed it became clear that the budget was insufficient to progress the project. Some this budget has now been used for some minor capital upgrades in order to improve compliance in the short-term. The optimal sludge drying solution will be the subject of a standalone report for additional funding.

Stormwater – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Ashburton Stormwater	1,118,992	1,199,732	(80,740)	93%	
Methven Stormwater	96,318	103,739	(7,421)	93%	
Rakaia Stormwater	49,397	53,394	(3,997)	93%	
Hinds Stormwater	10,190	11,161	(971)	91%	
Rural Stormwater	48,695	52,151	(3,455)	93%	
	1,323,591	1,420,176	(96,585)	93%	
Operating Expenditure					
Ashburton Stormwater	1,042,574	1,318,452	(275,877)	79%	Yes
Methven Stormwater	109,226	119,906	(10,680)	91%	
Rakaia Stormwater	45,693	68,905	(23,213)	66%	
Hinds Stormwater	5,752	11,182	(5,431)	51%	
Rural Stormwater	5,597	52,735	(47,137)	11%	
	1,208,842	1,571,180	(362,338)	77%	
Capital Expenditure					
Ashburton Stormwater	8,644	284,840	(276,196)	3%	Yes
	8,644	284,840	(276,196)	3%	
Loan Repayments					
Ashburton Stormwater	263,647	273,939	(10,292)	96%	
Methven Stormwater	7,539	7,539	0	100%	
	271,186	281,478	(10,292)	96%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	524,834	626,858	(102,024)	84%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Stormwater – Operational Expenditure

Ashburton

\$275,877F

Reason for variance

A favourable variance is likely at 30 June due to implementation works associated with the network-wide consents being delayed. This include the industrial site assessment work which is with Beca for pricing and therefore is yet to be commenced. Progress on this work has been impacted by the compliance vacancy in the Assets Team.

Stormwater – Capital Expenditure

Ashburton

\$276,196F

Reason for variance

Budget relates to the detailed design phase of the West Street Attenuation and Treatment facility. Due to competing demands on design services, this work will be rescheduled for the 2023/24 year. With the decision to delay the associated physical works project further, this delay in design has limited impact on the wider programme.

Stockwater – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Stockwater	841,288	1,032,155	(190,867)	82%	No
	841,288	1,032,155	(190,867)	82%	
Operating Expenditure					
Stockwater	1,202,424	1,100,482	101,941	109%	Yes
	1,202,424	1,100,482	101,941	109%	
Capital Income					
Stockwater	0	148,473	(148,473)	0%	No
	0	148,473	(148,473)	0%	
Capital Expenditure					
Stockwater	242	148,473	(148,231)	0%	Yes
	242	148,473	(148,231)	0%	
Loan Repayments					
Stockwater	9,174	17,674	(8,500)	52%	
	9,174	17,674	(8,500)	52%	

The above financials include the following:

0	0	0	0%
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The above financials do not include the following:

0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Stockwater – Operating Expenditure

Stockwater

\$101,941U

Reason for variance

This unfavourable variance is mainly due to the cost of reinstating river intakes as a result of the July and ongoing rain events. The Methven Axillary intake required major repairs to prevent the river washing away the intake gate and associated infrastructure. The intake continues to require greater than usual maintenance.

Mains race cleaning was expected to ease with the lead into autumn but due to growth some mains have required to be cleaned for a third time. As stated previously, traffic management requirements are adding to the cost of some main race cleaning.

Officers continue to monitor maintenance activity and will progress only urgent and essential maintenance.

Stockwater – Capital Expenditure

Stockwater

\$148,231F

Reason for variance

The % of budget expended is low as no costs have come through at this point. The budget relates to the detailed design phase of fish screens at the Brothers, and Methven Auxiliary intakes. Beca consultants have commenced work on this project. Site visits and survey have been completed.

Waste Reduction & Recycling – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Refuse Collection	2,379,692	2,518,797	(139,105)	94%	No
Refuse Management	4,324,174	4,717,076	(392,903)	92%	No
	<u>6,703,865</u>	<u>7,235,873</u>	<u>(532,008)</u>	<u>93%</u>	
Operating Expenditure					
Refuse Collection	2,356,018	2,525,103	(169,085)	93%	No
Refuse Management	4,655,450	4,796,389	(140,939)	97%	No
	<u>7,011,468</u>	<u>7,321,493</u>	<u>(310,025)</u>	<u>96%</u>	
Capital Income					
Refuse Management	0	94,465	(94,465)	0%	
	<u>0</u>	<u>94,465</u>	<u>(94,465)</u>	<u>0%</u>	
Capital Expenditure					
Refuse Collection	8,217	0	8,217	0%	
Refuse Management	153,482	204,512	(51,031)	75%	
	<u>161,699</u>	<u>204,512</u>	<u>(42,814)</u>	<u>79%</u>	
Loan Repayments					
Refuse Collection	1,511	4,462	(2,951)	34%	
Refuse Management	36,103	27,171	8,932	133%	
	<u>37,614</u>	<u>31,633</u>	<u>5,981</u>	<u>119%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Recreation Facilities – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Ashburton Museum and Art Gallery	1,547,580	1,669,455	(121,875)	93%	No
Library	1,246,100	1,326,781	(80,681)	94%	
Recreation Facilities and Services	5,377,678	5,760,613	(382,936)	93%	No
	<u>8,171,358</u>	<u>8,756,849</u>	<u>(585,492)</u>	<u>93%</u>	
Operating Expenditure					
Ashburton Museum and Art Gallery	1,825,510	2,161,032	(335,522)	84%	No
Library	1,432,736	1,630,441	(197,704)	88%	No
Recreation Facilities and Services	5,841,380	6,940,797	(1,099,417)	84%	Yes
	<u>9,099,626</u>	<u>10,732,270</u>	<u>(1,632,643)</u>	<u>85%</u>	
Capital Income					
Library	0	177,598	(177,598)	0%	No
Recreation Facilities and Services	2,895	33,000	(30,105)	9%	
	<u>2,895</u>	<u>210,598</u>	<u>(207,703)</u>	<u>1%</u>	
Capital Expenditure					
Ashburton Museum and Art Gallery	12,263	114,546	(102,283)	11%	No
Library	178,152	265,917	(87,765)	67%	
Recreation Facilities and Services	134,004	281,947	(147,943)	48%	No
	<u>324,419</u>	<u>662,410</u>	<u>(337,990)</u>	<u>49%</u>	
Loan Repayments					
Recreation Facilities and Services	6,846	10,822	(3,976)	63%	
	<u>6,846</u>	<u>10,822</u>	<u>(3,976)</u>	<u>63%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Recreation Facilities – Operating Expenditure

Recreation Facilities & Services

\$1,099,417F

Reason for variance

Expenditure is showing a favourable variance due to lower than expected wages due to recruitment challenges as well as lower than budgeted electricity use. This will be a permanent variance.

Recreation & Community Services – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Public Conveniences	623,748	494,633	129,115	126%	Yes
Elderly Persons Housing	569,993	743,756	(173,763)	77%	Yes
Memorial Halls	390,435	312,755	77,681	125%	
Reserves and Camping Grounds	723,757	860,563	(136,807)	84%	No
Reserve Boards	692,495	676,777	15,718	102%	
Community Safety	47,406	47,296	110	100%	
	3,047,835	3,135,781	(87,946)	97%	
Operating Expenditure					
Public Conveniences	668,950	578,289	90,661	116%	
Elderly Persons Housing	567,464	662,429	(94,966)	86%	
Memorial Halls	551,987	636,788	(84,801)	87%	
Reserves and Camping Grounds	870,555	1,024,143	(153,588)	85%	No
Reserve Boards	559,478	699,263	(139,785)	80%	No
Community Safety	49,821	57,803	(7,981)	86%	
	3,268,255	3,658,715	(390,460)	89%	
Capital Income					
Public Conveniences	0	1,281,771	(1,281,771)	0%	No
Elderly Persons Housing	0	157,234	(157,234)	0%	No
Reserves and Camping Grounds	0	45,000	(45,000)	0%	
Reserve Boards	0	97,084	(97,084)	0%	
	0	1,581,089	(1,581,089)	0%	
Capital Expenditure					
Public Conveniences	641,162	1,196,979	(555,817)	54%	Yes
Elderly Persons Housing	137,893	216,531	(78,638)	64%	Yes
Memorial Halls	0	20,169	(20,169)	0%	
Reserves and Camping Grounds	8,702	145,000	(136,298)	6%	No
Reserve Boards	16,516	167,623	(151,107)	10%	Yes
	804,273	1,746,302	(942,029)	46%	
Loan Repayments					
Public Conveniences	6,942	210,171	(203,229)	3%	No
Elderly Persons Housing	0	3,640	(3,640)	0%	
Reserves and Camping Grounds	1,200	37,508	(36,308)	3%	
Reserve Boards	40,000	18,250	21,750	219%	
	48,142	269,569	(221,427)	18%	
<i>The above financials include the following:</i>					
Development Contributions	300	0	300	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	424,657	0	424,657	0%	

The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Recreation & Community Services – Operating Income

Public Conveniences **\$129,115F**

Reason for variance

This includes \$92k Tourism Infrastructure Funding yet to be expended and will require carryover at year end.

Elderly Persons Housing **\$173,763U**

Reason for variance

EPH rental income will be permanently down on budget due to multiple units being empty over the last 10 months. Some were empty as a result of not re-tenanting due to planned demolitions in Friendship Lane and others empty due to refurbishments after tenants move. There has also been an increase in tenancy movement which has also resulted in lost rental between tenancies. Reduced operating costs helps offset the reduced income.

Recreation & Community Services – Capital Expenditure

Public Conveniences **\$555,817F**

Reason for variance

Replacement facilities at Rakaia Gorge with Matariki viewing platform (\$466,000) will not be completed this financial year and will require carry forward. Procurement has occurred and the new facility is on the production line. Rakaia Domain (\$350,000) facility renewal will be partially expended but the majority of this funding will require carry forward due to project timing now scheduled to conclude April/May 2024.

Elderly Persons Housing **\$78,638F**

Reason for variance

Capital expenditure is down due to resourcing challenges and will be subject to a carry forward request.

Reserves and Camping Grounds **\$151,107F**

Reason for variance

\$100k budgeted for earthquake strengthening of Rakaia Memorial Hall will not be completed by the end of June and will subject to a carryover request.

Economic Development – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Commercial Property	12,888,932	19,945,300	(7,056,367)	65%	Yes
Business & Economic Development	670,854	626,637	44,217	107%	
District Promotion	251,859	270,465	(18,606)	93%	
Forestry	467,805	966,643	(498,838)	48%	Yes
	<u>14,279,450</u>	<u>21,809,045</u>	<u>(7,529,595)</u>	<u>65%</u>	
Operating Expenditure					
Commercial Property	5,251,403	5,232,004	19,399	100%	
Business & Economic Development	820,501	801,554	18,947	102%	
District Promotion	180,263	252,177	(71,914)	71%	
Forestry	456,566	540,373	(83,807)	84%	
	<u>6,708,732</u>	<u>6,826,108</u>	<u>(117,376)</u>	<u>98%</u>	
Capital Income					
Commercial Property	3,354,230	28,530,280	(25,176,050)	12%	Yes
Business & Economic Development	0	3,000,000	(3,000,000)	0%	No
	<u>3,354,230</u>	<u>31,530,280</u>	<u>(28,176,050)</u>	<u>11%</u>	
Capital Expenditure					
Commercial Property	16,362,630	34,582,010	(18,219,380)	47%	Yes
	<u>16,362,630</u>	<u>34,582,010</u>	<u>(18,219,380)</u>	<u>47%</u>	
Loan Repayments					
Commercial Property	2,660,897	2,519,965	140,932	106%	No
Business & Economic Development	0	3,000,000	(3,000,000)	0%	No
	<u>2,660,897</u>	<u>5,519,965</u>	<u>(2,859,068)</u>	<u>48%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Economic Development – Operating Income

Commercial Property

\$7,056,367U

Reason for variance

As at the end of June, a permanent favourable difference compared to budget is expected due to the gain on sale of North East Business Estate properties.

While there will be an unfavourable variance for Glasgow lease rental income compared to budget, this will be offset by a favourable variance on gain on sale as a result of the sale of these properties.

The Te Pataka o ka Tuhituhi and Te Waharoa a Hine Paaka met the 80% complete milestone for the Otago Crown infrastructure funding. As the completion date for the building is later in the 2023 calendar year, some of this budgeted funding will be received in the 23/24 financial year.

Forestry

\$498,838U

Reason for variance

The Forestry harvest timetable at Wightmans Road was intentionally slowed down due to the decrease in the log prices. As some unbudgeted harvesting was undertaken at the start of this year (due to wind blow) it is expected that Forestry revenue will exceed this years budget, and the balance of Wightmans Road harvest to be received in the next financial year.

Economic Development – Capital Income

Commercial Property

\$25,176,050U

Reason for variance

Capital income will be not be fully realised due to capital expenditure not being fully expensed. This will result in a lower borrowings, however this income will be realised in the 2023/24 financial year.

Economic Development – Capital Expenditure

Commercial Property

\$18,219,380F

Reason for variance

\$1,923,800 budgeted for the Art Gallery and Heritage Centre for the progressive upgrade of air-conditioning and building work to stabilise the interior environment will remain unspent at year end. The expected completion date for this project is June 2026 and will continue to be a carry-over request as agreed in the 2022/2023 carryover request.

It is likely the Rakaia Medical Centre project will no longer use the majority of the capital funds as they plan to manage and fund much of the renovations themselves. However, Methven Medical Centre is still finalising their requirements, so there will likely be a request for some of this funding to be carried forward into 2023/24 financial year.

There will be a permanent difference on the Te Pataka o Ka Tuhituhi and Te Waharoa a Hine Paaka new build due to timing. Any unspent funds will be subject to a carryover request.

Parks & Open Spaces – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Cemeteries	604,770	560,624	44,146	108%	
Parks and Recreation	5,812,557	4,262,102	1,550,455	136%	Yes
	<u>6,417,327</u>	<u>4,822,726</u>	<u>1,594,601</u>	<u>133%</u>	
Operating Expenditure					
Cemeteries	440,465	589,110	(148,644)	75%	Yes
Parks and Recreation	3,966,660	3,855,385	111,276	103%	Yes
	<u>4,407,126</u>	<u>4,444,494</u>	<u>(37,369)</u>	<u>99%</u>	
Capital Income					
Cemeteries	0	244,379	(244,379)	0%	No
Parks and Recreation	0	4,666,397	(4,666,397)	0%	No
	<u>0</u>	<u>4,910,776</u>	<u>(4,910,776)</u>	<u>0%</u>	
Capital Expenditure					
Cemeteries	97,425	285,906	(188,480)	34%	Yes
Parks and Recreation	827,415	5,469,751	(4,642,335)	15%	Yes
	<u>924,841</u>	<u>5,755,656</u>	<u>(4,830,816)</u>	<u>16%</u>	
Loan Repayments					
Cemeteries	2,121	5,023	(2,902)	42%	
Parks and Recreation	80,681	58,168	22,513	139%	
	<u>82,802</u>	<u>63,191</u>	<u>19,611</u>	<u>131%</u>	

The above financials include the following:

Development Contributions	300	0	300	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Parks and Open Spaces – Operating Income

Parks and Recreation

\$1,550,455F

Reason for variance

As at May Reserve Contributions are \$1,800,000 above full year budget. This is due to the larger number of subdivisions happening around the district than originally budget for. This will be a permanent variance.

Parks and Open Spaces – Operating Expenditure

Cemeteries

\$148,644F

Reason for variance

For a number of months early in this financial year recruitment was a challenge. This resulted in several months of wages not being expended and tasks not complete. The focus was on the Internment aspects, solely. This will contribute to a year end positive variance.

Parks and Recreation

\$111,276U

Reason for variance

There is an overspend in the Domain cost centre contributing to this.

Parks and Open Spaces – Capital Expenditure

Cemeteries

\$188,480F

Reason for variance

A portion of this may be a permanent variance. Work is still progressing and it is expected to be 80 percent complete by year end. With finishing works crossing over into the new year there will be an amount yet to be determined, required as carryover.

Parks and Recreation

\$4,642,335F

Reason for variance

There will be a permanent variance of \$420,000 in expenditure of capital compared to budget in relation to the Domain Promenade Project. It has been put on hold due to insufficient funding being available to complete the project once the project scope was finalised and costs assessed by a quantity surveyor.

A contract has been awarded for the Ashburton Baring Square East Re-development totalling \$2,449,903. It is expected that approximately 50% of the contract amount will be spent by 30 June 2023 the balance being subject to a carry forward request. Contract works is expected to be completed in September 2023.

Ashburton Domain asset renewals, work committed:

Pond Edging \$305,000 - Contractors are now forecasting a delivery timeline of mid-year. While some work has already commenced, it will not be complete by year end. Therefore, it will require a component of carry forward.

Lighting upgrade \$225,000 - Work has been let with completion in the New year which will require fund carry forward.

New Pathway \$100,000 - Contractors are three quarters complete but will flow over into the new financial year requiring fund carryover.

Park bench moulds \$18,000 are being recast in a Timaru foundry with delivery in the new financial year requiring fund carryover.

Playground upgrade, flying fox has a mid-July delivery, into the new financial year, so funds will be requiring carryover.

Irrigation upgrade, awaiting road-opening and new supply to be fitted. Delivery will be in the new financial year requiring fund carryover.

Community Governance & Decision Making – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Council	2,392,264	2,613,197	(220,933)	92%	No
Methven Community Board	139,745	145,179	(5,434)	96%	
Youth Council	10,566	10,485	80	101%	
Community Grants Funding	1,980,106	1,471,781	508,325	135%	Yes
Water Zone Committee	221,834	244,427	(22,593)	91%	
	<u>4,744,514</u>	<u>4,485,070</u>	<u>259,444</u>	<u>106%</u>	
Operating Expenditure					
Council	2,611,742	3,456,427	(844,686)	76%	Yes
Methven Community Board	118,267	150,495	(32,228)	79%	
Youth Council	6,166	14,664	(8,498)	42%	
Community Grants Funding	1,054,118	1,150,462	(96,343)	92%	
Water Zone Committee	118,835	472,580	(353,745)	25%	Yes
	<u>3,909,128</u>	<u>5,244,628</u>	<u>(1,335,500)</u>	<u>75%</u>	
Loan Repayments					
Community Grants Funding	99,000	99,000	0	100%	
Water Zone Committee	18,000	18,000	0	100%	
	<u>117,000</u>	<u>117,000</u>	<u>0</u>	<u>100%</u>	

The above financials include the following:

Development Contributions	1,073,472	512,560	560,912	209%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Community Governance & Decision Making – Operating Income

Community Grants Funding

\$508,325F

Reason for variance

As at May Capital Service Contributions are \$560,000 above full year budget. This is due to the larger number of subdivisions happening around the district than originally budget for. This will be a permanent difference.

Community Governance & Decision Making – Operating Expenditure

Council

\$844, 686F

Reason for variance

This activity contains the Council, governance and support functions for democracy services. The favourable variances is due to a lower allocation of overhead charges from budget and reflects some recruitment delays in filling vacant positions.

Water Zone Committee

\$353,745F

Reason for variance

This activity contains the district water management investigations budget, ~\$270,000. This was to cover various actions within the Ashburton Surface Water Strategy. This includes strategic closures (e.g. Pudding Hill Intake), and District-wide flood modelling – the first stage of which is complete and being peer reviewed by ECan prior to being finalised. Many of these projects are ongoing but may not be fully completed (or cost incurred) by year end. Any unspent funds will be subject to a carry forward request.

Environmental Services – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Environmental Health	109,807	110,471	(664)	99%	
Building Regulation	2,550,031	2,334,311	215,720	109%	Yes
Emergency Management	170,143	185,148	(15,005)	92%	
Liquor Licensing	239,019	191,294	47,724	125%	
Land Information Memorandum	84,958	104,593	(19,635)	81%	
Parking	302,194	249,083	53,111	121%	
Animal Control	427,362	509,177	(81,815)	84%	
Resource Consents	670,450	699,119	(28,670)	96%	
Monitoring and Enforcement	295,599	333,114	(37,515)	89%	
Planning	474,697	509,871	(35,174)	93%	
	5,324,259	5,226,182	98,078	102%	
Operating Expenditure					
Environmental Health	229,565	214,123	15,443	107%	
Building Regulation	2,360,707	2,409,734	(49,028)	98%	
Emergency Management	88,494	119,216	(30,722)	74%	
Liquor Licensing	168,452	219,393	(50,942)	77%	
Land Information Memorandum	92,697	104,593	(11,896)	89%	
Parking	224,430	260,544	(36,114)	86%	
Animal Control	438,184	546,645	(108,461)	80%	No
Resource Consents	625,833	763,266	(137,433)	82%	No
Monitoring and Enforcement	295,806	430,058	(134,252)	69%	Yes
Planning	409,210	517,523	(108,313)	79%	No
	4,933,378	5,585,096	(651,717)	88%	
Loan Repayments					
Animal Control	8,800	4,400	4,400	200%	
Planning	128,109	144,302	(16,193)	89%	
	136,909	148,702	(11,793)	92%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Environment Services – Operating Income

Building Regulation

\$215,720F

Reason for variance

May saw a slight drop in numbers due to April's rush to get new house consents in, but we will still be well above budgeted income for the financial year.

Environment Services – Operating Expenditure

Monitoring & Enforcement

\$134,252F

Reason for variance

Due to development of a new enforcement position which covers both animal control enforcement and environmental monitoring enforcement, resulting in a salary split between cost centres there will be a permanent difference.

Miscellaneous, Dividends & Internal Overheads – Income & Expenditure Report

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Operating Income					
Dividends and Interest	2,673,672	2,151,450	522,222	124%	Yes
Library and Civic Centre	289,558	485,873	(196,316)	60%	No
Leadership Team	1,483,082	1,698,806	(215,724)	87%	No
People & Capability	901,207	1,199,319	(298,113)	75%	No
Information Systems	3,157,499	3,745,331	(587,832)	84%	No
Customer Services	619,894	736,471	(116,577)	84%	No
Treasury	1,098,945	1,508,289	(409,344)	73%	No
Rates	647,509	812,446	(164,937)	80%	No
Community Relations	736,342	969,454	(233,112)	76%	No
Communications	726,569	952,570	(226,001)	76%	No
Property Administration	1,359,157	1,611,079	(251,922)	84%	No
Service Delivery	3,968,646	4,035,272	(66,626)	98%	No
Parks Administration	3,003,583	3,736,098	(732,515)	80%	No
Plant Operations	1,171,934	869,489	302,445	135%	Yes
	21,837,597	24,511,947	(2,674,350)	89%	
Operating Expenditure					
Dividends and Interest	47,647	52,556	(4,909)	91%	
Library and Civic Centre	289,558	485,873	(196,316)	60%	No
Leadership Team	1,483,083	1,698,806	(215,724)	87%	No
People & Capability	901,206	1,421,819	(520,612)	63%	Yes
Information Systems	3,157,499	3,745,329	(587,829)	84%	Yes
Customer Services	619,894	736,471	(116,576)	84%	No
Treasury	1,098,945	1,548,289	(449,345)	71%	No
Rates	698,892	812,446	(113,554)	86%	No
Community Relations	736,342	989,449	(253,107)	74%	No
Communications	726,569	805,636	(79,067)	90%	
Property Administration	1,359,157	1,701,019	(341,862)	80%	No
Service Delivery	3,968,646	4,035,534	(66,887)	98%	
Parks Administration	3,010,609	3,681,110	(670,501)	82%	No
Plant Operations	952,538	869,489	83,049	110%	
	19,050,585	22,583,825	(3,533,240)	84%	
Capital Income					
Information Systems	0	134,893	(134,893)	0%	No
Plant Operations	271,974	103,000	168,975	264%	Yes
	271,974	237,893	34,082	114%	
Capital Expenditure					
Information Systems	278,420	619,104	(340,684)	45%	Yes
Plant Operations	182,710	631,515	(448,805)	29%	Yes
	461,130	1,250,619	(789,489)	37%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities

Note: Loan Repayments include a portion relating to last years budgeted loan repayments due to timing of loans maturing.

Miscellaneous, Dividends & Internal Overheads – Operating Income

Dividends and Interest **\$522,222F**

Reason for variance

Dividends for the year have been received from Transwaste of \$549,000 and ACL of \$1,343,478. Interest income for the period ending May is already well above the full year budget at \$788,000 contributing to a favourable permanent difference. This is due to general interest rate increases which have been actively taken advantage of.

Plant Operations **\$302,445F**

Reason for variance

There will be a permanent variance to budget relating to unbudgeted gain on sale of vehicles of \$240,000 due to the large volume of vehicles that went to Turners this year.

Miscellaneous, Dividends & Internal Overheads – Operating Expenditure

People & Capability **\$520,612F**

Reason for variance

Unfilled positions and subsequent project delays due to staff resourcing has resulted in lower than forecast expenditure for Salary & Wages, Licensing, Consultancy & Purchasing.

Information Systems **\$587,829F**

Reason for variance

Due to unfilled positions, lower than forecast expenditure for Salary & Wages, and related personnel costs exist and has contributed to the current underspend. The balance is timing of other operating expenditure, which should balance out by end of year.

Miscellaneous, Dividends & Internal Overheads – Capital Income

Plant Operations **\$168,975F**

Reason for variance

Sale of vehicles to replace prior year procurement requirements. Sales revenue is in 2022/23 but procurement of new vehicles was in 2021/22.

Miscellaneous, Dividends & Internal Overheads – Capital Expenditure

Information Systems

\$340,684F

Reason for variance

Planned expenditure of \$70,000 for aerial imagery will not occur this financial year due to incomplete capture of the identified rural areas. This work is planned to commence late 2023. Design works related to the renewal of core server infrastructure, will commence this year but no expenditure is expected. Both works will be subject to a carry forward request.

Current works are underway on renewal of desktop services for a number of teams. Commitments exist for recent purchases with more identified before 30 June 2023, although settlement may be at a date in the next financial year.

Plant Operations

\$448,805F

Reason for variance

We are currently in the process of procuring replacement fleet vehicles and open spaces fleet requirements. As a result of limited availability and industry supply chain issues a proportion of these purchases will not be received until next financial year resulting in a permanent difference. The balance of the unspent funds will be subject to a carryover request.

Loan Repayments

For period ending 31 May 2023

	Actual YTD	Budget Full Year	Variance	Percentage of Budget	Permanent Variance
Loan Repayments	5,000,000	8,503,149	(3,503,149)	59%	No

\$5m of Loan Repayments relates to last years budgeted loan repayments which were actioned in this financial year due to the timing of loans maturing. This repayment will be in addition to the budgeted repayments for the current year ending June 2023.

Balance Sheet

As at 31 May 2023

	YTD Actual	2022 Actual
Public Equity		
Ratepayers Equity	521,482,335	496,053,000
Revaluation Reserves	359,381,082	359,381,082
Funds and Reserves	66,002,918	66,002,918
	946,866,335	921,437,000
Non-Current Liabilities		
External Loans	85,600,000	90,600,000
Other Term Liabilities	339,151	696,000
	85,939,151	91,296,000
Current Liabilities		
Trade Creditors	1,249,920	3,529,670
GST	(758,752)	(1,358,019)
Deposits & Bonds	1,601,519	809,081
Other Current Liabilities	2,642,998	1,194,190
Accrued Liabilities	3,329,202	9,592,078
	8,064,886	13,767,000
Total Equity & Liabilities	1,040,870,373	1,026,500,000
Fixed Assets	146,365,534	149,578,997
Infrastructural Assets	776,853,768	789,688,225
Work in Progress	82,848,237	34,493,430
Advances	576,402	608,482
Shares	10,391,686	10,471,686
Current Assets		
Cash & Bank	6,485,826	11,432,424
Cash Investments	7,100,859	20,000,000
Receivables	7,727,628	(1,476,327)
Provision for Doubtful Debts	(58,933)	(58,939)
Stock	76,705	75,824
Accruals	1,808,110	10,998,784
Other Current Assets	694,552	687,414
	23,834,747	41,659,180
Total Assets	1,040,870,373	1,026,500,000

Net Debt and Borrowings

As at 31 May 2023

Net Debt

85.60 M External Loans	-	9.72 M Liquid Assets	=	75.88 M Net Debt
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External Borrowing

Local Government Funding	Amount	Rate		Maturity
LGFA 2023	7,000,000	5.15%	Floating	15-May-23
LGFA 2018	2,000,000	5.04%	Floating	15-Apr-24
LGFA 2020 Coupon	5,000,000	5.37%	Floating	15-Apr-24
LGFA 2022	5,000,000	5.10%	Floating	15-Apr-24
LGFA 2021	7,000,000	5.19%	Floating	15-Apr-25
LGFA 2022	3,000,000	5.11%	Floating	15-Apr-25
LGFA 2022	5,000,000	5.17%	Floating	15-Apr-25
LGFA 2023	5,000,000	5.70%	Floating	15-Aug-25
LGFA 2020	10,000,000	5.45%	Floating	15-Apr-26
LGFA 2020 Coupon	5,000,000	1.23%	Fixed	15-Apr-27
LGFA 2020 Coupon	5,000,000	0.97%	Fixed	15-Apr-27
LGFA 2021 Coupon	16,600,000	2.61%	Fixed	15-May-28
LGFA 2022	<u>10,000,000</u>	5.25%	Floating	20-Apr-29
Total External Funding	85,600,000			

Borrowing by Activity

As at 31 May 2023

Activity	External Borrowing	Internal Borrowing
Commercial Property	42,369,238	4,962,685
Wastewater	18,310,980	708,879
Drinking Water	10,404,987	1,938,505
Environmental Services	833,006	-
Stormwater	2,916,797	-
Cemeteries	1,650,960	85,490
Water Resources	343,360	-
Arts & Culture	2,146,004	-
Refuse and Recycling	676,735	138,412
Stockwater	219,567	113,727
Roading	3,013,289	4,168,126
Footpaths	684,328	-
Recreation Facilities	49,106	-
Civic Building	43,794	-
Parks	1,046,865	709,194
Camping	16,873	-
Public Conveniences	184,112	-
Reserve Boards	690,000	-
Total	85,600,000	12,825,019

Council Investments

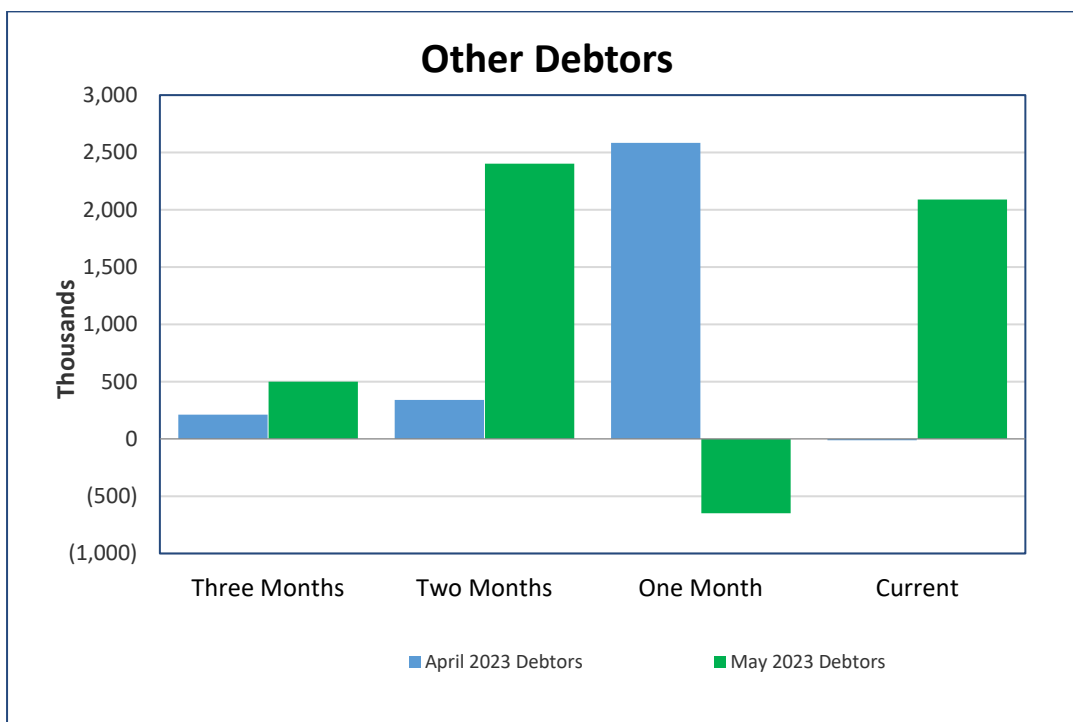
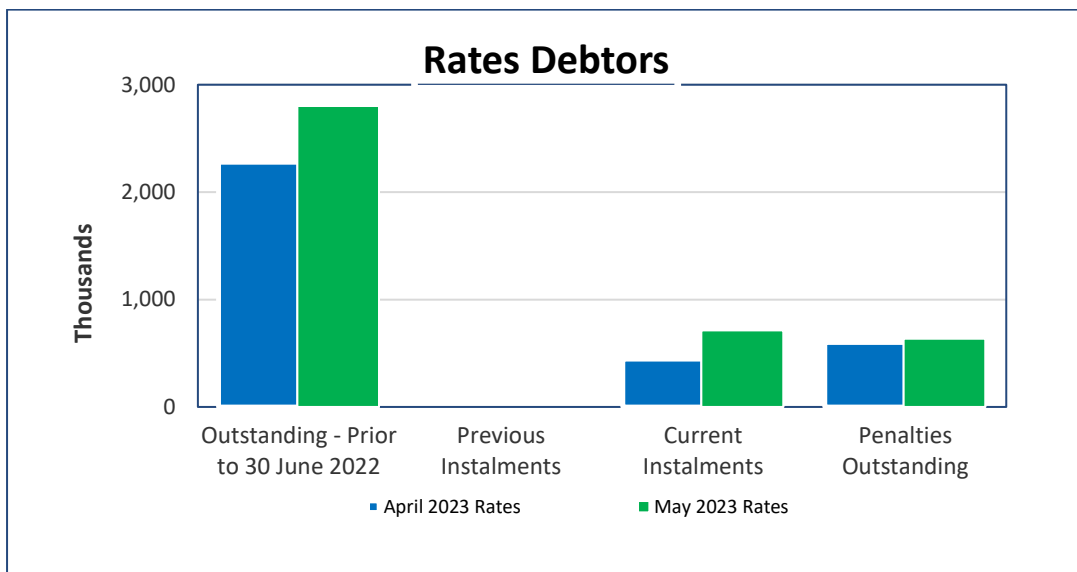
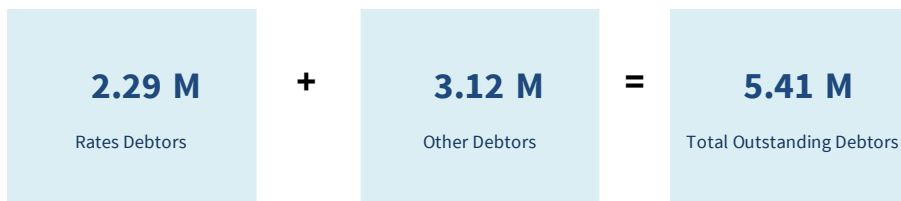
As at 31 May 2023

Listed below are the current significant investments held by Council.

Term deposits	Principal	Interest	Term	Maturity
Kiwibank	1,000,859	5.72%	5 Years	19-Oct-27
	1,000,859			
Local Authority Stock and Bonds	Principal	Coupon	Yield	Maturity
Bonds				
BNZ	1,000,000	4.10%	4.51%	15-Jun-23
ANZ	1,000,000	3.00%	6.07%	17-Sep-26
Westpac	1,100,000	6.19%	6.05%	16-Sep-27
	3,100,000			
	4,100,859			
Advances				
Eastfield Investments	576,402			
	576,402			
Shares				
Ashburton Contracting Ltd	4,500,000			
NZ Local Govt Co-op Shares	55,456			
RDR Management	1,146,430			
Transwaste Canterbury Ltd	1,128,000			
ATS	500			
Electricity Ashburton Rebates	1,300			
LGFA Equity	1,795,000			
Eastfield Investments	1,765,000			
	10,391,686			

Receivables Summary (Including Prior Month Comparative)

As at 31 May 2023



Receivables Summary continued

Outstanding Debtors over 90 days	
>\$100,000	0
\$50,000-\$100,000	3
\$30,000-\$50,000	5
<\$30,000	14

The above debtors are being actively managed or under a resolution process.

17. Mayor's Report

17.1 Mayor's Task Force For Jobs – Employment Initiative

The Mayor's Task Force for jobs employment initiative programme is going from strength to strength. We have placed 21 people into employment which is nine more than the contract required us to do prior to 30 June 2023.

The success of this programme is attributable to the willingness of the employees, the employers and the ADC coordinator who is the link to making it happen.

We currently have 62 employers engaged with the programme and 66 job seekers.

17.2 Environment Canterbury

Along with the CE and available Councillors, I met with Councillors and the CE of Environment Canterbury on 22 June. Discussions covered the Integrated Plan update and working with Papatipu Rūnanga, Freshwater Management Units, Water Zone committees, Management of environmental resources, Ōtūwharekai, Civil Defence, consenting issues, public transport and fish screens.

This was a good way to connect with the ECan Councillors and discuss the issues facing us all.

17.3 Staveley Ice Rink

On 22 June, the Deputy Mayor and I attended the opening of the Staveley Ice Rink. This is a project that has been planned and implemented over the last few years and it is a credit to all those who were involved to get the project completed. The fund raising has been immense and the end product will see many hours of ice skating undertaken during the winter months by locals and visitors alike. Huge congratulations to all those who helped this project come to fruition.

17.4 LGNZ Annual General Meeting Remits

As previously reported, Deputy Mayor Liz McMillan, Cr Richard Wilson, CE Hamish Riach and myself will be attending the Conference and AGM in Christchurch in July.

We have been advised that 11 remits have been approved for consideration at the AGM. Regrettably the deadline for having our remit proposal (expanded polystyrene) was missed. When the oversight was picked up a request for late acceptance was declined. However, LGNZ staff did advise that that LGNZ is engaged in the work that the Government is doing around waste and recycling and it won't be difficult for them to raise the points our remit addresses in any further advocacy work they do in this area. They explained it may well have been that the Remit Screening Committee would have declined to put this remit forward to the AGM on the basis that the issues it raises could be picked up through LGNZ's existing work on waste and recycling.

Council's direction is sought on its support or otherwise for the proposals:

1) Allocation of risk and liability in the building sector

That LGNZ

- *Engage directly with the Minister for Building and Construction to advocate for a change to the current joint and several liability framework, including examination of the MBIE policy position statement Risk, Liability and Insurance in the Building Sector.*
- *Make the case for alternatives and changes to joint and several liability through updating policy advice and engaging with industry groups.*

2) Rates Rebate

That LGNZ advocate to Central Government to:

- *Raise the income threshold for rates rebate eligibility to enable more low and fixed income property owners access to the rebate*
- *Adjust the rebate amount in line with inflation and the cost of living*
- *Investigate options to make rates rebates more accessible for residents by implementing an income data sharing process similar to that of Horowhenua District Council and Levin MSD office. This will enable councils to obtain benefit income on behalf of the ratepayer and make it easier to apply for the rates rebate*
- *Investigate options for data sharing between councils, Internal Affairs and Ministry of Social Development to proactively identify households that qualify for a rates rebate rather than waiting for people to apply.*

3) Roading/Transport maintenance funding

That LGNZ:

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

4) Local election accessibility

That LGNZ:

- *Ensure local government elections are fully accessible by advocating to central government to make local government candidates eligible for the Election Access Fund.*

5) Ability for co-chairs at formal meetings

That LGNZ:

- *Explores and promotes options that enable councils to make greater use of co-chair arrangements for standing committees, joint committees and subcommittees.*

6) Parking infringement penalties

That LGNZ:

- *Advocate to central government to enable councils to determine penalties for parking infringements*

7) Rural and regional public transport

That LGNZ:

- Acknowledges the Government stated support for a major uplift in all urban bus networks nationwide under New Zealand's first emission reduction plan.
- Calls on the Government and opposition parties to commit to increasing investment in public transport for rural and regional communities to support access to essential services and amenities, vibrant rural communities and just transition to a low emission transport system.

8) Establishing resolution service

That LGNZ:

- Investigates the creation of an LGNZ independent, national process to handle complaints or concerns, ensuring fairness, protection and accountability in local government
- Works with the Local Government Commission to implement findings from its September 2021 report – Local Government Codes of Conduct.

9) Earthquake prone buildings

That LGNZ:

- Investigate and report to members on ways to help councils and communities that are struggling with the timeframes in the Earthquake Prone Building (EPB) sections of the Building Act and council policies pertaining to Priority Thoroughfares.

10) KiwiSaver contributions for elected members

That LGNZ:

- Ask the Government to amend the law to enable councils to make contributions to an elected members' KiwiSaver scheme.

11) Audit NZ fees

That LGNZ calls on central government to take action to reduce council audit fees by:

- revisiting the scope and requirements of reporting and auditing on councils
- conducting a review on the practice of audit in councils and work on best practice guidance to streamline this process

This review should examine whether the reporting and audit requirements of councils are consistent with the level of reporting and audit that is required of other public entities.

The full remits are attached.

Appendix 1

17.5 Meetings

• Mayoral calendar

June 2023

- 7 June: Grants workshop
- 7 June: Council meeting
- 8 June: James Meager (National Party Candidate for Rakaia) and Todd McClay (National MP for Rotorua)
- 8 June: RDR
- 8 June: LGNZ Leadership (via Zoom)
- 8 June: Citizenship Ceremony
- 9 June: The Breeze radio interview

- 9 June: Visit to MTFJ employment initiative, Barista Training
- 12 June: Nick Daniels – BCI, Mel Brooks – MHV Water, Rebecca Whillans – ALIL with CE Hamish Riach
- 12 June: Flo Orlandea – Canterbury Vehicle Compliance
- 13 June: PCG Library meeting and civic centre site visit
- 13 June: Naneh Manoa – Pasifika Community
- 13 June: Councillor Chat drop-in sessions (2pm and 6pm)
- 14 June: LTP workshop
- 14 June: School Music Festival
- 15 June: Councillor activity briefing
- 15 June: Climate Change Initiative Focus group
- 16 June: M. Bovis Advisory group
- 16 June: HHWET
- 16 June: Mt Possession bridge meeting
- 17 June: Te Wera King, Arowhenua – Te Pātākā o ka Tuhituhi and Te Waharoa a Hine Paaka site visit with CE Hamish Riach
- 19 June: Waimakariri Mayor Dan Gordon
- 19 June: Rob Hooper – NZ Police re MTFJ Employment Initiative programme with Deputy Mayor Liz McMillan
- 19 June: LGNZ Presidential Candidate Debate (via Zoom)
- 20 June: Hokonui Radio interview
- 21 June: Activity Briefings
- 21 June: Audit + Risk
- 21 June: Regan Jackson and Blair McKenzie – MSD with CE Hamish Riach
- 22 June: Environment Canterbury Councillors
- 22 June: David Ward – Selwyn DC CE retirement function
- 22 June: Staveley Ice Rink opening
- 23 June: Powhiri for District Commander Tony Hill, Canterbury Police
- 23 June: Afghan Family meet and greet

Recommendation

<p>That Council receives the Mayor’s report.</p>

Neil Brown
Mayor