



Notice is hereby given that an Extraordinary Meeting of Southland District Council will be held on:

Date: Thursday, 14 November 2019
Time: 9am
Meeting Room: Council Chamber
Venue: 15 Forth Street
Invercargill

Council Agenda OPEN

MEMBERSHIP

Mayor

Mayor Gary Tong

Deputy Mayor

Ebel Kremer

Councillors

Don Byars

John Douglas

Paul Duffy

Bruce Ford

Darren Frazer

George Harpur

Julie Keast

Christine Menzies

Karyn Owen

Margie Ruddenklau

Rob Scott

IN ATTENDANCE

Chief Executive

Steve Ruru

Committee Advisor

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Full agendas are available on Council's Website
www.southlanddc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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Apologies

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

Leave of absence

At the close of the agenda no requests for leave of absence had been received.

Conflict of Interest

Councillors are reminded of the need to be vigilant to stand aside from decision-making when a conflict arises between their role as a councillor and any private or other external interest they might have.

Public Forum

Notification to speak is required by 5pm at least two days before the meeting. Further information is available on www.southlanddc.govt.nz or phoning 0800 732 732.

Extraordinary/Urgent Items

To consider, and if thought fit, to pass a resolution to permit the Council to consider any further items which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the Chairperson must advise:

- (i) The reason why the item was not on the Agenda, and
- (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

- (a) that item may be discussed at that meeting if-
 - (i) that item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."

Draft Speed Limits Bylaw - amendments to consultation process

Record No: R/19/10/23842
Author: Carrie Adams, Intermediate Policy Analyst
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to provide information and to present options to Council, so that it can determine if amending of the statement of proposal to allow further public consultation on the draft Speed Limits Bylaw (the draft bylaw) is appropriate.

Executive Summary

- 2 On 21 August 2019 Council endorsed a statement of proposal, which included the draft bylaw, for public consultation. A copy of the proposal is included with this report as Attachment A. Submissions were accepted between 8am on 29 August and 5pm 10 October 2019.
- 3 During the consultation period, staff undertook a letterbox drop to residents of four roads for which there are proposed changes in the draft bylaw. These are Lillburn Valley Road, Centre Hill Road, Mavora Lakes Road and Mt. Nicholas Road. Residents of Lake Monowai and Borland Road received an email. The purpose of the letter or email was to inform residents of these roads of the proposal and invited them to provide feedback, due to the potentially significant impact on travel time for these residents, as a result of the proposed reductions in speed limits.
- 4 Staff support the intent of the letter drop to invite feedback on the draft bylaw but consider that submissions results could be unbalanced due to the direct targeting of some residents and not others who could be similarly affected. There is therefore the risk of procedural unfairness in the process followed. Procedural fairness is a principle that underpins all decisions that Council makes and does not relate specifically to the Local Government Act 2002 (LGA).
- 5 In this report, staff have presented and discussed two potential options of how Council could proceed.
 - Option 1 – That Council make no changes to the statement of proposal endorsed on 21 August 2019.
 - Option 2 - That Council amend the statement of proposal and accept further submissions on the draft bylaw. This would include conducting a letter drop to residents of roads that are analogous to the roads that have already received a letter or email.
- 6 With both options, it is intended that staff will present a hearings and submissions report to Council at its 18 December 2019 meeting. The draft bylaw will be presented to Council for adoption in early 2020.
- 7 This report is seeking a decision from Council to choose its preferred approach.

Recommendation

That the Council:

- a) Receives the report titled “Draft Speed Limits Bylaw - amendments to consultation process” dated 31 October 2019.**
- b) Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) Considers the options on how it could proceed.**
- e) Endorses one of the following options:**
 - i. Option 1 – That Council make no changes to the statement of proposal endorsed on 21 August 2019
or**
 - ii. Option 2 – That Council amend the statement of proposal and accept further submissions on the draft bylaw. This would include conducting a letter drop to residents of the roads that are analogous those that have already received a letter or email.**
- f) If Council wishes to amend the statement of proposal, endorses the following options:**
 - i. That Council endorse that the consultation period be re-opened from 8am on 19 November to 5pm on 3 December 2019.**
 - ii. That Council endorse conducting a letter drop to residents of the following roads to ensure consistency of process:**
 - 1. Tokanui Haldane Road**
 - 2. Haldane Curio Bay Road**
 - 3. Otara Haldane Road**
 - 4. Slope Point Road**
 - 5. Richard Street, Riverton**
 - 6. Waikawa Curio Bay Road**
- g) Notes that with both options, a hearings and submissions report will be presented to Council at its 18 December 2019 meeting.**

Background

- 8 The current Speed Limits Bylaw (the current bylaw) was made on 3 June 2015 and is now due for review on or before 3 June 2020.
- 9 Council's Speed Limits Bylaw sets speed limits within Southland District's local roading network. The New Zealand Transport Authority (NZTA) is the Road Controlling Authority (RCA) for state highways, which are therefore outside the scope of this bylaw.
- 10 The amendments proposed to the draft bylaw involve a reduction of speed limits to improve safety for road users, consistent with NZTA's Safer Journeys Strategy.
- 11 On 21 August 2019, Council endorsed the draft bylaw for consultation in accordance with the special consultative procedure, and submissions were received from 8am on 29 August to 5pm on 10 October 2019.
- 12 During the formal consultation period, Council received 66 submissions on the draft bylaw.

Description of consultation process

- 13 The draft bylaw featured on Council's website home-page for the duration of the public consultation period. The consultation process as well as the drop in sessions held throughout the District were promoted on Council's facebook page. Staff also placed a print advertisement in the Advocate, and a banner advertisement appeared on the Southland App for one week. The statement of proposal was accessible on Council's website and copies of the statement of proposal and submission form were available at all Council offices.
- 14 Drop in sessions were held in Te Anau, Lumsden, Tokanui, and Winton for members of the community to ask questions about any of the proposed changes. Attendance at these sessions was low, with 11 people at the Lumsden session, eight at Te Anau, two at Tokanui and none at Winton.
- 15 A mail drop was also undertaken to residents living on Lillburn Valley Road, Centre Hill Road, Mavora Lakes Road and Mt. Nicholas Road. An email was sent to Borland Road and Lake Monowai Road residents. The purpose of this was to inform them of the consultation process and invite them to provide feedback, based on the premise that they may be significantly impacted by any proposed changes.

Review of consultation process

- 16 In retrospect, it is the letter drop and email undertaken on the six roads listed above that staff consider has the potential to become contentious. Whilst staff support the intent, this method is technically outside the consultation identified in the statement of proposal. The primary reason that Lillburn Valley Road, Centre Hill Road, Mavora Lakes Road, Mt. Nicholas Road, Borland Road and Lake Monowai Road and were chosen to receive a letter or email advising of the proposed changes, was due to the potentially significant increase in residents travel time due to the proposed speed limit reductions.
- 17 The proposed reduction of speed limit for these six roads is 100 km/h to 60 km/h. The increase in travel time from the proposed posted speed limit for each of these five roads is over one

minute, and up to twelve minutes for the length of Mavora Lakes Road. Other factors that were considered, but which vary across these roads, was gravel surface, mixed use, rural remote location and relative width and straightness.

- 18 There is a risk that the overall number of responses received may be unbalanced. More feedback may be received regarding the six roads where residents received a letter or an email, as a result of the letter or email.
- 19 Accordingly, transport staff have calculated the increase in travel time of all roads for which there is a proposed change in the draft bylaw. To ensure a consistent approach, all proposals with an increase in travel time of over one minute have been considered potentially significant. There are six roads for which the proposed reduction in speed limit could have a significant impact on residents travel time, where residents did not receive a letter drop or email. There are no permanent residents on Lower Hollyford Road so a letter or email is not feasible, therefore it is not included in this figure.
- 20 Because it is reasonable to assume that residents may link some combination of roads in their travel, the proposed changes to Haldane Curio Bay Road and Otara Haldane Road, which are adjacent to each other, have been added together. The same approach was taken to adding the increase in travel time for the proposed changes along Waikawa Curio Bay Road. No other group of adjacent roads in the District was reviewed as part of the draft bylaw process that could lead to similar accruals of increases in travel times. Increases in travel time over one minute are shown in Figure 1 below.

21 **Table 1 – Proposed changes which could result in significant increase in residents travel time**

Road/Street Name	Current speed limit	Proposed speed limit	Increase in travel time (minutes)
Mavora Lakes Road	100 km/h	60 km/h	12.89
Lillburn Valley Road	100 km/h	60 km/h	8.16
Lower Hollyford Road	100 km/h	60 km/h	5.90
Mt Nicholas Road	100 km/h	60 km/h	5.60
Centre Hill Road	100 km/h	60 km/h	5.05
Tokanui Haldane Road	100 km/h	60 km/h	4.18
Lake Monowai Road	100 km/h	60 km/h	3.28
Borland Road	100 km/h	60 km/h	1.49
Haldane Curio Bay Road+ Otara Haldane Road	100 km/h	80 km/h	1.78
Slope Point Road	100 km/h	80 km/h	1.16
Richard Street, Riverton	50 km/h	30 km/h	1.12
Waikawa Curio Bay Road	100 km/h 80 km/h 70 km/h 50 km/h	80 km/h 60 km/h 50 km/h 30 km/h	1.24

22 Using the proposed posted speed limit is considered the most objective way to calculate the increase in travel time. Additionally, the increase in travel time for the entire length of each road was used in these calculations.

23 It is appropriate to consider whether a further mail drop to residents of the additional roads is warranted in order to ensure balanced responses to the draft bylaw. These roads are:

- Tokanui Haldane Road
- Haldane Curio Bay Road
- Otara Haldane Road
- Slope Point Road
- Richard Street, Riverton
- Waikawa Curio Bay Road

Issues

- 24 In this report, two options have been presented on how Council could elect to proceed. The advantages and disadvantages of these options are presented in the Analysis and Options section.
- 25 For the first option, Council could proceed in line with the statement of proposal endorsed on 21 August 2019. With this option, Council would not allow further submissions.
- 26 For the second option, Council could decide to amend the statement of proposal in order to allow further submissions. This option would include amending the proposal to re-open the consultation period for two weeks, from 8am on 19 November to 5pm on 3 December 2019. Submissions would be accepted from anyone during this time. Additionally, a letter drop would be undertaken to the mailboxes of residents of the roads listed in paragraph 23 above. This extension of the consultation period would be promoted on Council's website and facebook page, as well as a print advertisement in the Advocate.
- 27 With both options, Council would receive written and oral submissions at its 18 December 2019 meeting. Council would then deliberate and adopt the draft bylaw in early 2020.

Factors to Consider

Legal and Statutory Requirements

- 28 Under section 22AB of the Land Transport Act 1998, Council can establish bylaws for the setting of speed limits in accordance with the Land Transport Rule – Setting of Speed Limits 2017.
- 29 Council also has general bylaw making powers pursuant to section 145 of the Local Government Act 2002 (LGA).
- 30 Council has undertaken consultation on the draft bylaw in accordance with the special consultative procedure outlined in sections 83 and 86 of the LGA.
- 31 The LGA permits Council to use a wide variety of consultation techniques that may be better suited to different people and communities. The benefits of using different techniques allows Council to determine how best to engage with people in the District. The letter or email to residents of Lillburn Valley Road, Centre Hill Road, Mavora Lakes Road, Mt. Nicholas Road, Borland Road and Lake Monowai Road is a good example of this.
- 32 The risk is that the process that Council has followed could be interpreted as being procedurally unfair, due to possible inconsistency as to which residents received a letter. Procedural fairness is a principle that underpins all decisions that Council makes and does not relate specifically to the LGA.

Community Views

- 33 Community views on whether to amend the statement of proposal to extend the consultation process have not been sought.

Costs and Funding

- 34 Costs associated with this both options, such as staff time and advertising, are proposed to be met within current budgets.

Policy Implications

- 35 The advantages and disadvantages of each option are discussed in the Analysis of Options section of this report.

Analysis

Options Considered

- 36 The following reasonably practicable options have been identified.
- **Option 1** – That Council make no changes to the statement of proposal endorsed on 21 August 2019.
 - **Option 2** – That Council amend the statement of proposal and accept further submissions on the draft bylaw. This would include conducting a letter drop to residents of the six roads that are analogous to the five roads that have already received a letter or email.

Analysis of Options

Option 1 – Council make no changes to the statement of proposal endorsed on 21 August 2019.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• this option is consistent with the messaging that has occurred in the District on the draft bylaw• Council has received a reasonable number of submissions upon which to assess the views of the District.	<ul style="list-style-type: none">• there may be disproportionately more feedback regarding the six roads where a mail drop or email was undertaken• it is unknown whether Council will have a balanced amount of feedback from residents of roads where there may be a significant increase in travel time, that did not receive a letter or email• the risk of perceived or actual bias/procedural unfairness remains• the cost if it is determined that Council's consultation process was procedurally unfair could include a detrimental impact on Council's reputation as well as the cost of repeating the entire consultation process.

Option 2 – That Council amend the statement of proposal and accept further submissions on the draft bylaw. This would include conducting a letter drop to residents of six roads that are analogous to the roads that have already received letters.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• removes the risk of perceived or actual bias/procedural unfairness in the consultation process• avoids the risk of detrimental impact to Council's reputation as well as having to repeat the entire consultation process• ensures residents similarly affected all receive a letter or email notifying of the proposal• Council will have a balanced amount of feedback from residents of all roads where there may be a significant increase in travel time.	<ul style="list-style-type: none">• this option may contribute to consultation fatigue in the District• there may be confusion about the change to the process• it may appear that Council is taking more time/resources than necessary for the consultation process.

Assessment of Significance

- 37 Staff have assessed that determining whether to amend the statement of proposal to allow further submissions as not being significant in accordance with the LGA and Council's Significance and Engagement Policy.

Recommended Option

- 38 It is recommended that Council proceed with Option 2 and amend the statement of proposal to accept further submissions on the draft bylaw, as shown in the mark-up on the proposal (Attachment A, page 6). This would include conducting a letter drop to residents of the six roads that are analogous to the roads that have already received a letter or email.

Next Steps

- 39 If Council proceeds with Option 2, staff will amend the statement of proposal to allow for additional submissions from 8am on 19 November to 5pm on 3 December 2019. Staff will also undertake a letter drop to residents living Tokanui Haldane Road, Haldane Curio Bay Road, Otara Haldane Road, Slope Point Road, Richard Street, Riverton and Waikawa Curio Bay Road. The additional dates for submissions will be promoted on Council's website and facebook page, as well as a print advertisement in the Advocate. A hearings and submissions report will be presented to Council at its 18 December 2019 meeting. The draft bylaw will be presented to Council for adoption in early 2020.
- 40 If Council proceeds with Option 1, staff will present a hearings and submissions report to Council at its 18 December 2019 meeting. The draft bylaw will be presented to Council for adoption in early 2020.

Attachments

- A SOP Draft Speed Limits Bylaw - suggested mark-up for 14 November 2019 Council meeting
 [!\[\]\(2824aab9645d9fab95bae27ff6828dab_img.jpg\)](#)

Draft Speed Limits Bylaw 2019

Statement of Proposal – August 2019

1. Introduction

Southland District Council is reviewing its Speed Limits Bylaw 2015 (the ‘current bylaw’). The current bylaw sets speed limits on roads within Council’s jurisdiction. The bylaw does not include state highways controlled by the New Zealand Transport Agency (‘NZTA’).

Council is seeking feedback on a draft Speed Limits Bylaw 2019 (the ‘draft bylaw’) that proposes new speeds for some roads in the District.

Council is able to review and set speed limits across the District that are enforceable under the Land Transport Act 1998 by the New Zealand Police.

2. What is proposed?

Council proposes to revoke the current bylaw and to adopt the draft bylaw attached as Attachment A.

Adopting the draft bylaw would introduce new speed limits for some urban traffic areas as well as some rural areas in the District. The changes are being proposed following the completion of a speed management review that has outlined safe and appropriate speeds across the District’s roading network.

The draft bylaw and proposed new permanent speed limits are being released for public consultation by way of the special consultative procedure pursuant to section 22AD of the Land Transport Act 1998 and section 83 and 87 of the Local Government Act 2002.

3. Reason for the Proposal

The key reasons for this proposal are:

- to set safe and appropriate speeds across the roading network consistent with NZTA rules
- the bylaw is due for review and could be improved
- Council would like to encourage people to give feedback
- to let people know how they can give Council feedback.

Speed Limits Bylaw

Under section 22AB of the Land Transport Act 1998, Council can establish bylaws for the setting of speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (the ‘rule’).

In 2016, NZTA introduced the New Zealand Speed Management Guide (the ‘guide’) to assist councils in considering how best to achieve safe operating speeds on the roads under their control.

The guide was developed in consultation with the transport sector and Automobile Association and is underpinned by the following principles:

- evidence-based
- a nationally consistent approach
- prioritise high benefit areas that improve both safety and economic productivity
- achieve good value for money

- build better understanding between road controlling authorities and the public, for speed management.

The guide supports NZTA's aim of 'safer journeys', with speed limits being just one tool in the suite available to improve road safety. Other options include physical changes to road layouts and community education, but all decisions by councils are expected to be made with community input.

To formalise the guide's new approach to speed management, the rule was updated in 2017 to change and clarify roles and responsibilities for NZTA and councils in reviewing and establishing speed limits. The rule:

- requires NZTA to provide guidance on and information about speed management to councils
- requires councils to set speed limits that are, in their view, safe and appropriate
- encourages a consistent approach to speed management throughout New Zealand.

As part of this review, Council staff have engaged with affected community boards, community development area subcommittees and ward councillors, NZTA and Te Ao Marama Incorporated.

New speed limits

Council has reviewed speed limits in the District, in accordance with the rule and the guide. The assessment has involved all roads with a speed limit of less than 100 km/h within the District's network. Some specific roads with a speed limit of 100 km/h have also been reviewed. The changes proposed give effect to the principles outlined in NZTA's rule and guide outlined above. A large number of the changes propose reducing the speed limit from 70 km/h to 60 km/h, or in some cases to 50 km/h.

All identified speed limits changes have been subject to on-site technical review before progressing to becoming a proposed permanent change.

The changes proposed to speed limits in the District are shown in the following tables, divided by ward. For clarity, these changes are also marked in the maps that form part of the draft bylaw as a 'proposed change'. This will be removed in the bylaw that Council adopts.

MARAROA WAIMEA WARD (Balfour, Manapouri, Te Anau, Waikaia)			
Road name	Draft bylaw map number	Current speed limit	Proposed speed limit
Ardlussa Road/Queen St, Balfour	2	80km/hr	60km/hr
Kruger Street, Balfour	2	70km/hr	50km/hr
Old Balfour Road	2	80km/hr	60km/hr
Lower Hollyford Road	19	100km/hr	60km/hr
Waiau Street, Manapouri	23, 24	50km/hr	30km/hr
Centre Hill Road	5	100km/hr	60km/hr
Mavora Lakes Road	26, 27, 32	100km/hr	60km/hr
Mt Nicholas Road	31, 64	100km/hr	60km/hr
Aparima Drive, Te Anau	44, 46	80km/hr	50km/hr
Kaipō Drive, Te Anau	44, 46	80km/hr	50km/hr
Oraka Street, Te Anau	44, 46	80km/hr	50km/hr
Sandy Brown Road	44, 46	80km/hr	60km/hr
Welshmans Gully Road, Waikaia	53	100km/hr	50km/hr

WAIU APARIMA WARD (Clifden, Colac Bay, Monowai, Otautau, Riverton, Thornbury, Wairio)			
Road name	Draft bylaw map number	Current speed limit	Proposed speed limit
Bates Road, Clifden	3	100km/hr	50km/hr
Colac Bay Road	6	70km/hr	50km/hr
Colac Foreshore Road	6	70km/hr	50km/hr
Lillburn Valley Road	16, 17	100km/hr	60km/hr
Monkey Island Road	36	100km/hr	30km/hr
Borland Road	28, 29	100km/hr	60km/hr
Lake Monowai Road	28, 29	100km/hr	60km/hr
Turbine Drive, Monowai	28, 29	100km/hr	60km/hr
Main Street, Otautau	38	70km/hr	50km/hr
Richard Street, Riverton	41	50km/hr	30km/hr
Foster Road, Thornbury	48	70km/hr	60km/hr
Muriel Street, Thornbury	48	100km/hr	50km/hr
Thornbury Waimatuku Road	48	100km/hr	60km/hr
Main Street, Wairio	58	70km/hr	60km/hr

WAIHOPAI TOETOE WARD (Curio Bay, Fortrose, Gorge Road, Tokanui, Waikawa, Woodlands)			
Road name	Draft bylaw map number	Current speed limit	Proposed speed limit
Haldane Curio Bay Road	7, 14, 63	100km/hr	80km/hr
Mair Road, Curio Bay	7, 63	70km/hr	30km/hr
Waikawa Curio Bay Road	7, 55, 63	100km/hr	80km/hr
Waikawa Curio Bay Road	54, 55, 63	70km/hr	50km/hr
Waikawa Curio Bay Road	7, 54, 55, 63	50km/hr	30km/hr
Boat Harbour Road, Fortrose	11	100km/hr	60km/hr
Firth Street, Fortrose	11	70km/hr	60km/hr
Fortrose Otaru Road	11	70km/hr	60km/hr
Helena Street, Fortrose	11	70km/hr	60km/hr
Mersey Street, Fortrose	11	70km/hr	60km/hr
Moray Terrace, Fortrose	11	70km/hr	60km/hr
Neva Street, Fortrose	11	70km/hr	60km/hr
Tokanui Gorge Road Highway	11	100km/hr	80km/hr
Tokanui Gorge Road Highway	13	70km/hr	60km/hr
Factory Road, Gorge Road	13	70km/hr	60km/hr
Gorge Road Invercargill Highway	13	70km/hr	60km/hr
Seaward Downs Gorge Road	13	70km/hr	60km/hr
Otaru Haldane Road	37, 42, 63	100km/hr	80km/hr

Tokanui Haldane Road	50, 63	100km/hr	60km/hr
Slope Point Road	42, 63	100km/hr	80km/hr
Buckingham Street, Tokanui	49, 63	70km/hr	60km/hr
Duncan Street, Tokanui	49, 63	70km/hr	60km/hr
McEwan Street, Tokanui	49, 63	70km/hr	60km/hr
Niagara Tokanui Highway	49, 63	70km/hr	60km/hr
Niagara Tokanui Highway	49, 63	100km/hr	80km/hr
Tokanui Haldane Road	49, 50, 63	70km/hr	60km/hr
Tokanui Gorge Road Highway	49, 63	100km/hr	80km/hr
Tokanui Gorge Road Highway	49, 63	70km/hr	60km/hr
Antrim Street, Waikawa	54, 55, 63	80km/hr	60km/hr
Carrickfergus Street, Waikawa	54, 55, 63	80km/hr	60km/hr
Larne Street, Waikawa	54, 55, 63	80km/hr	60km/hr
Lisburn Street, Waikawa	54, 55, 63	80km/hr	60km/hr
Mena Street, Waikawa	54, 55, 63	80km/hr	60km/hr
Niagara Waikawa Road	54, 55, 63	80km/hr	60km/hr
Waikawa Curio Bay Road	7, 54, 55, 63	80km/hr	60km/hr
Alcock Street, Waimahaka	56	70km/hr	60km/hr
Mataura Island Fortrose Road	56	70km/hr	60km/hr
Waimahaka Fortification Road	56	70km/hr	60km/hr
Waipapa Light House Road	57	100km/hr	80km/hr
Waipapa Otara Road	57	100km/hr	80km/hr
Wyeth Road, Woodlands	61	100km/hr	50km/hr

WINTON WALLACETOWN WARD (Limehills, Dipton, Drummond, Waianiwa, Wallacetown)			
Road name	Draft bylaw map number	Current speed limit	Proposed speed limit
Alba Street, Limehills	18	80km/hr	60km/hr
Ashton Street, Limehills	18	80km/hr	60km/hr
Avon Road, Limehills	18	80km/hr	60km/hr
Avon Road North, Limehills	18	100 km/hr	60km/hr
Ayr Street, Limehills	18	80km/hr	60km/hr
Beaufort Street, Limehills	18	80km/hr	60km/hr
Derby Road, Limehills	18	80km/hr	60km/hr
Norman Street, Limehills	18	80km/hr	60km/hr
Pisa Road, Limehills	18	80km/hr	60km/hr
Servia Street, Limehills	18	80km/hr	60km/hr
Servia Street South, Limehills	18	80km/hr	60km/hr
Severn Street, Limehills	18	80km/hr	60km/hr

Level Street, Dipton	8	70km/hr	50km/hr
George Street, Dipton	8	100km/hr	60km/hr
James Street, Dipton	8	100km/hr	60km/hr
Surrey Street, Dipton	8	100km/hr	60km/hr
Centre Street, Dipton	8	100km/hr	60km/hr
Henry Street, Dipton	8	100km/hr	60km/hr
John Street, Dipton	8	100km/hr	60km/hr
South Hillend - Dipton Road	8	100km/hr	60km/hr
Boundary Road, Drummond	9	100km/hr	80km/hr
Hamilton Street, Drummond	9	70km/hr	60km/hr
Marson Road, Drummond	9	70km/hr	60km/hr
Memorial Avenue, Drummond	9	70km/hr	60km/hr
Roberts Road, Drummond	9	70km/hr	60km/hr
Argyle Otahuti Road, Waianiwa	52	70km/hr	60km/hr
Dudley Street, Waianiwa	52	70km/hr	60km/hr
Waianiwa Oporo Road	52	70km/hr	60km/hr
Weir Road, Waianiwa	52	70km/hr	60km/hr
Dunlop Street, Wallacetown	59	100km/hr	50km/hr
Clyde Street, Wallacetown	59	100km/hr	50km/hr
Falkirk Street, Wallacetown	59	100km/hr	50km/hr
Irvine Street, Wallacetown	59	100km/hr	50km/hr
Kirkoswald Street, Wallacetown	59	100km/hr	50km/hr
Collean Street, Wallacetown	59	100km/hr	50km/hr

The following chart shows locations where there is a difference between Council's proposed speed limit and feedback received from NZTA as part of the pre-consultation process.

NZTA AND COUNCIL PROPOSED SPEED RECOMMENDATIONS				
Road name/ward	Draft bylaw map number	Current speed limit	Council proposed speed limit	NZTA recommended speed limit
Main Street, Otautau, Waiau Aparima	38	70km/h	50km/hr	50km/hr reduce area
Haldane Curio Bay Road, Waihopai Toetoe	7, 14	100km/h	80km/hr	60km/hr
Otara Haldane Road, Waihopai Toetoe	37, 42	100km/h	80km/hr	60km/hr
Slope Point Road, Waihopai Toetoe	42	100km/h	80km/hr	60km/hr
Waipapa Light House Road, Waihopai Toetoe	57	100km/hr	80km/hr	60km/hr

Waipapa Otara Road, Waihopai Toetoe	57	100km/hr	80km/hr	60km/h
South Hillend - Dipton Road, Winton Wallacetown	8	100km/h	60km/hr	80km/h

Roads that do not have a proposed speed limit change will continue to have the same speed limit as at present, but may be subject to future review.

4. How to have your say

Council encourages any person or organisation with an interest in the draft bylaw to consider it and to give feedback.

Submissions will be accepted from 8am on 29 August 2019 and must be received **no later than 5pm on 10 October 2019**. Council will accept further submissions from 8am on 19 November to 5pm on 3 December 2019. Submissions can be made online at <https://www.southlanddc.govt.nz/my-council-/have-your-say/>

All submissions must state the submitter's name and their contact details. If you need help submitting please contact Council at 0800 732 732, or call in to one of Council's offices. Submitters should indicate in their written submission whether they would like to be heard on this matter. All written submissions made to Council will be acknowledged and made available to the public.

As part of the consultation process, Council will be giving notice of the proposed changes to stakeholder groups (Police, NZ Automobile Association, NZTA, Road Transport Forum NZ) to inform them of the public submission period. Drop in sessions will be held throughout the District for people to learn more about the proposed changes and have their questions answered by transport team staff.

- Te Anau library, 19 September, 11am-1pm
- Lumsden library, 19 September, 4-6pm
- Winton RSA, Anzac Room, 10 September, 4:30-6pm
- Tokanui pub, 12 September, 11am-1pm

Council intends to convene a hearing on 14 November 2019, at which any party who wishes to do so can present their submission in person. Oral submissions will be heard in a Council meeting which is open to the public. If you indicate you would like to be heard in your written submission, Council staff will get in touch with you to arrange a time at the hearing. If you have any special requirements when appearing at the hearing (e.g. video conferencing or using sign language) please let us know.

If you indicate in your written submission that you do not want to be heard and then you change your mind, please get in touch with Council staff and we will try and accommodate you at the hearing.

5. Timetable for consultation

The dates below outline the timetable for the consultation process. Any changes to these dates will be publically advised on Council's Facebook page and website.

DATE	ACTIVITY
21 August 2019	Council adopt the proposal for consultation
29 August 2019	Consultation period begins (8am)
10 October 2019	Consultation period ends (5pm)

14 November 2019 18 December 2019	Oral submissions heard by Council (at Council offices, 15 Forth St, Invercargill)
date TBC December 2019 early 2020	Council deliberate on this matter and adopt the draft bylaw. NZTA and police notified of adoption of draft bylaw
date TBC	Speed Limits Bylaw 2019 comes into force

6. Options

The following reasonably practicable options have been considered regarding how Council could proceed, after it has undertaken the consultation process:

Option 1 – adopt the draft bylaw.

Option 2 – adopt an amended bylaw. This could include speed limit increases, decreases and changes to areas where a reduced speed applies.

Option 3 – retain the status quo (the current bylaw).

Analysis of Options

Option 1 – adopt the draft bylaw

Advantages	Disadvantages
<ul style="list-style-type: none"> Council is legislatively required to have a bylaw on speed limits and the draft bylaw is legally compliant the draft bylaw has been updated to reflect changes to the Rule and NZTA's Safer Journeys Strategy a thorough review of Council's roading network has been undertaken to introduce changes that have been identified as improving road safety. 	<ul style="list-style-type: none"> an amended bylaw may better reflect community/stakeholder views there are some minor differences between NZTA's recommendations and Council's proposed speed limits.

Option 2 - adopt an amended bylaw

Advantages	Disadvantages
<ul style="list-style-type: none"> an amended bylaw may better reflect community/stakeholder views an amended bylaw may outline more appropriate/safer speed limits. 	<ul style="list-style-type: none"> an amended bylaw may not comply with NZTA requirements.

Option 3 – retain the status quo

Advantages	Disadvantages
<ul style="list-style-type: none"> the current bylaw has been adopted for over four years, so it is known by the District. 	<ul style="list-style-type: none"> the current bylaw does not give effect to the rule so is unlikely to be supported by NZTA not giving effect to proposed changes could increase driving risks on Council's roading network

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	<ul style="list-style-type: none"> retaining the status quo does not allow Council to recognise areas of urban growth that now fall outside an urban traffic area (50 km/hr) zone.
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7. Determinations

Council has made the following determinations in relation to the draft bylaw.

The draft bylaw is the most appropriate way of addressing the perceived problem – Council is legislatively required to have a bylaw on speed limits.

The draft bylaw is the most appropriate form of bylaw - The draft bylaw has been prepared and structured for ease of reference and interpretation. The draft bylaw is consistent with the LGA and the Land Transport Act 1998.

The draft bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990 - The New Zealand Bill of Rights Act 1990 grants certain civil and political rights to people in New Zealand. Council resolved that the provisions of the draft bylaw do not unreasonably interfere with any of the rights given pursuant to this act.

8. Legal rights and requirements

Section 82 of the Local Government Act 2002 sets out the obligations of the Council regarding consultation and the Council will take all steps necessary to meet the spirit and intent of the law.

9. Making an effective submission

Written submissions can take any form (e.g. online form, email, letter). An effective submission references the clause(s) of the draft bylaw you wish to submit on or the recommended speed limit changes, states why the clause or change is supported or not supported and states what change to the clause or limit is sought.

Submissions on matters outside the scope of the draft Bylaw and the recommended speed limit changes cannot be considered by Council.

Attachment A

Draft Speed Limits Bylaw 2019

Draft Speed Limits Bylaw 2019 Maps



Southland District Council

Speed Limits Bylaw 2019

DRAFT

Southland District Council
Te Rohe Pōtae o Murihiku

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Document Revision

Date	Amendment	Amended by	Approved by	Approval date

1. Title and Commencement

Pursuant to section 145 of the Local Government Act 2002, section 22AB of the Land Transport Act 1998 and Land Transport Rule: Setting of Speed Limits 2017, Southland District Council makes the following bylaw:

- (a) The title of this bylaw is the Speed Limits Bylaw 2019.
- (b) This bylaw shall come into force on the xx day of xx 20xx and the speed limits described in the schedules come into force on the date specified in the schedules.

2. Interpretation

In this bylaw, the following terms have the meaning given to it in Land Transport Rule: Setting of Speed Limits 2017.

Road

- a) includes-
 - i. a street; and
 - ii. a motorway; and
 - iii. a beach; and
 - iv. a place to which the public have access, whether of right or not; and
 - v. all bridges, culverts, ferries and fords forming part of a road, street, or motorway, or a place referred to in iv (above); and
 - vi. all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or and other enactment; and
- b) includes a section of a road

Speed limit

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

Urban Traffic Area

has the meaning given to it in Land Transport Rule: Setting of Speed Limits 2017.

3. Purpose

The purpose of this bylaw is to enhance public safety for all users of Southland District Council's roading network and to set the speed limits as specified in the schedules to this bylaw.

4. Speed Limits

The roads or areas described in the schedules specified in clause 5 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the schedules and maps, which are deemed to be part of this bylaw.

5. Schedules

- Schedule 1: Roads subject to a speed limit of 20 km/hr
- Schedule 2: Roads subject to a speed limit of 30 km/hr
- Schedule 3: Roads subject to a speed limit of 40 km/hr
- Schedule 4: Urban Traffic Areas - roads subject to a speed limit of 50 km/hr
- Schedule 5: Roads subject to a speed limit of 60 km/hr
- Schedule 6: Roads subject to a speed limit of 70 km/hr
- Schedule 7: Roads subject to a speed limit of 80 km/hr
- Schedule 8: Rural areas - roads subject to a speed limit of 100 km/hr.
- Schedule 9: Holiday Speed Limits

6. Offences

Every person commits an offence who breaches the speed limits fixed under this bylaw.

7. Repealed Bylaws

The Southland District Council Speed Limits Bylaw 2015 and its amendments are consequently repealed.

This bylaw was made and confirmed by a resolution at a meeting of Southland District Council on **X xx 2019**.

THE COMMON SEAL of the
SOUTHLAND DISTRICT COUNCIL
was hereunto affixed in the presence of:

}

MAYOR

CHIEF EXECUTIVE

Schedule 1 - 20 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S1/01	20 km/hr	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 7 and identified in the legend as being 20 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

Schedule 2 - 30 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S2/01	30 km/hr	At Curio Bay All roads as marked on the map entitled Southland District Speed Limits, map 7 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	
S2/02	30 km/hr	At Orepuki: All roads as marked on the map entitled Southland District Speed Limits, map 36 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	
S2/03	30 km/hr	At Manapouri: All roads as marked on the map entitled Southland District Speed Limits, map 23 and 24 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S2/04	30 km/hr	At Mavora: All roads as marked on the map entitled Southland District Speed Limits, map 31 and 32 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S2/05	30 km/hr	At Riverton: All roads as marked on the map entitled Southland District Speed Limits, map 41 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Rooding Bylaw 2001, Appendix 1 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S2/06	30 km/hr	At Te Anau: All roads within the Central Business District as marked on the map entitled Southland District Speed Limits, map 44 and 45 and identified in the legend as being 30 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015

Schedule 3 - 40 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
S3/01	40 km/hr	No 40 km/hr restrictions within district.	N/A	N/A	N/A

Schedule 4 - Urban Traffic Areas – 50 km/hr

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

- (a) described as having a different speed limit in another schedule to the bylaw; or
- (b) shown on a map to have a different speed limit and are referenced in another schedule to the bylaw.

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/01	50 km/hr	At Athol: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 1 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Southland District Council Rooding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S4/02	50 km/hr	At Balfour: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 2 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 28 July 1983, No. 109, page 2409. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
		referenced in the appropriate schedule of the bylaw.			
S4/03	50 km/hr	At Clifden: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 3 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	
S4/04	50 km/hr	At Colac Bay: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 6 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	
S4/05	50 km/hr	At Dipton: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
		8 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.			

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/06	50 km/hr	At Edendale: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 10 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S4/07	50 km/hr	At Garston: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 12 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/08	50 km/hr	<p>At Lumsden:</p> <p>All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 20 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/09	50 km/hr	<p>At Manapouri:</p> <p>All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 23, 24 and 25 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/10	50 km/hr	At Monowai: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 28 and 29 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw..	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S4/11	50 km/hr	At Mossburn: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 30 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/12	50 km/hr	At Nightcaps: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 33 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S4/13	50 km/hr	At Ohai: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 34 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/14	50 km/hr	At Orepuki: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 36 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S4/15	50 km/hr	At Otautau: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 38 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/16	50 km/hr	At Piano Flat: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 39 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S4/17	50 km/hr	At Riversdale: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 40 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/18	50 km/hr	At Riverton: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 41 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S4/19	50 km/hr	At Stewart Island: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 43 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/20	50 km/hr	At Te Anau: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 44, 45 and 46 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 12 February 1987, No. 20, page 715. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S4/21	50 km/hr	At Thornbury: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 48 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/22	50 km/hr	At Tuatapere: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 51 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S4/23	50 km/hr	At Waikaia: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 53 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/24	50 km/hr	At Wallacetown: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 59 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 3 March 1983, No. 26, page 572. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S4/25	50 km/hr	At Winton: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 60 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S4/26	50 km/hr	At Woodlands: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 61 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 26 May 1988, No. 89, page 2165. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S4/27	50 km/hr	At Wyndham: All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 62 and identified in the legend as an Urban Traffic Area having a speed limit of 50 km/hr, except for those roads or areas that are marked on said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of the bylaw.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

Schedule 5 - 60 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 60 km/hr.

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S5/01	60 km/hr	At Browns: All roads as marked on the map entitled Southland District Speed Limits, map 04 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Rooding Bylaw 2001, Appendix 2 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S5/02	60 km/hr	At Dipton: All roads as marked on the map entitled Southland District Speed Limits, map 08 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/03	60 km/hr	At Drummond: All roads as marked on the map entitled Southland District Speed Limits, map 09 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/04	60 km/hr	At Fortrose: All roads as marked on the map entitled Southland District Speed Limits, map 11 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S5/05	60 km/hr	At Garston: All roads as marked on the map entitled Southland District Speed Limits, map 12 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2015
S5/06	60km/hr	At Haldane: All roads as marked on the map entitled Southland District Speed Limits, map 37, 42 and 50 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/07	60km/hr	At Hauroko: All roads as marked on the map entitled Southland District Speed Limits, map 16 and 17 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/08	60km/hr	At Lower Hollyford: All roads as marked on the map entitled Southland District Speed Limits, map 19 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S5/09	60 km/hr	At Mavora Lakes: All roads as marked on the map entitled Southland District Speed Limits, map 05, 26, 27, 31, and 32 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S5/10	60 km/hr	At Monowai: All roads as marked on the map entitled Southland District Speed Limits, map 28 and 29 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/11	60 km/hr	At Te Anau: All roads within the Central Business District as marked on the map entitled Southland District Speed Limits, map 44 and 45 and identified in the legend as being 60 km/hr	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S5/12	60 km/hr	At Tokanui: All roads as marked on the map entitled Southland District Speed Limits, map 49 and 50 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/13	60 km/hr	At Waianiwa: All roads as marked on the map entitled Southland District Speed Limits, map 52 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/14	60 km/hr	At Waikawa: All roads as marked on the map entitled Southland District Speed Limits, map 54 and 55 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S5/15	60 km/hr	At Waimahaka: All roads as marked on the map entitled Southland District Speed Limits, map 56 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	
S5/16	60 km/hr	At Wairio: All roads as marked on the map entitled Southland District Speed Limits, map 58 and identified in the legend as being 60 km/hr.	TBC	Speed Limits Bylaw 2019	

Schedule 6 - 70 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S6/01	70 km/hr	At Colac Bay: All roads as marked on the map entitled Southland District Speed Limits, map 6 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S6/02	70 km/h	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 7 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 21 February 2002, No. 16, page 483. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S6/03	70 km/h	At Dipton: All roads as marked on the map entitled Southland District Speed Limits, map 8 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 18 December 1980, No. 146, page 4056. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S6/04	70 km/h	At Edendale: All roads as marked on the map entitled Southland District Speed Limits, map 10 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S6/05	70 km/h	At Gorge Road: All roads as marked on the map entitled Southland District Speed Limits, map 13 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 6 April, 1967, No. 21, page 527. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S6/06	70 km/hr	At Mossburn: All roads as marked on the map entitled Southland District Speed Limits, map 30 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S6/07	70 km/hr	At Ohai: All roads as marked on the map entitled Southland District Speed Limits, map 34 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S6/08	70 km/hr	At Orawia: All roads as marked on the map entitled Southland District Speed Limits, map 35 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S6/09	70 km/hr	At Thornbury: All roads as marked on the map entitled Southland District Speed Limits, map 48 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S6/10	70 km/hr	At Wallacetown: All roads as marked on the map entitled Southland District Speed Limits, map 59 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S6/11	70 km/hr	At Winton: All roads as marked on the map entitled Southland District Speed Limits, map 60 and identified in the legend as being 70 km/hr.	TBC	Speed Limits Bylaw 2019	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015

Schedule 7 - 80 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S7/01	80 km/hr	At Browns: All roads as marked on the map entitled Southland District Speed Limits, map 04 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Rooding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
S7/02	80 km/hr	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 07 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	
S7/03	80 km/hr	At Drummond: All roads as marked on the map entitled Southland District Speed Limits, map 09 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S7/04	80km/hr	At Fortrose: All roads as marked on the map entitled Southland District Speed Limits, map 11 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S7/05	80km/hr	At Haldane: All roads as marked on the map entitled Southland District Speed Limits, map 07, 14, 37, 42 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	
S7/06	80km/hr	At Limehills: All roads as marked on the map entitled Southland District Speed Limits, map 18 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S7/07	80 km/hr	At Makarewa: All roads as marked on the map entitled Southland District Speed Limits, map 21 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
S7/08	80 km/hr	At Te Anau: All roads as marked on the map entitled Southland District Speed Limits, map 47 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
S7/09	80 km/hr	At Tokanui: All roads as marked on the map entitled Southland District Speed	TBC	Speed Limits Bylaw 2019	

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
		Limits, map 49 and 50 and identified in the legend as being 80 km/hr.			
S7/10	80 km/hr	At Waikawa: All roads as marked on the map entitled Southland District Speed Limits, map 54 and 55 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	Southland District Council Roading Bylaw 2001, appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S7/11	80 km/hr	At Waipapa: All roads as marked on the map entitled Southland District Speed Limits, map 57 and identified in the legend as being 80 km/hr.	TBC	Speed Limits Bylaw 2019	

Schedule 8 - 100 km/hr

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

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
S8/01	100 km/hr	<p>All Southland District roads outside an Urban Traffic Area listed in Schedule 4 have a speed limit of 100 km/hr, except for roads or areas that are:</p> <p>(a) described as having a different speed limit in the appropriate schedule of the Bylaw; or</p> <p>(b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of the Bylaw.</p>	TBC	<p>Clause 3.4(2) Land Transport Rule: Setting of Speed Limits 2017.</p> <p>Speed Limits Bylaw 2019</p>	<p>Regulation 21(1) Traffic Regulations 1976.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

Schedule 9 - Holiday Speed Limits

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
S9/01	NA	No Holiday Speed Limits within District.	N/A	N/A	N/A

Schedule 10 - Variable Speed Limits

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
S10/01	NA	No Variable Speed Limits within District.	N/A	N/A	N/A



Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name

Athol

Map 1 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name

Balfour

Map 2 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Clifden
Map 3 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name

Browns

Map 4 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Centre Hill
Man 5 of 64





Speed Zone Classifications

20km/hr
30km/hr
50km/hr (urban area traffic)

60km/hr
70km/hr
80km/hr

important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name
Colac Bay
Map 6 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Curio Bay
Map 7 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

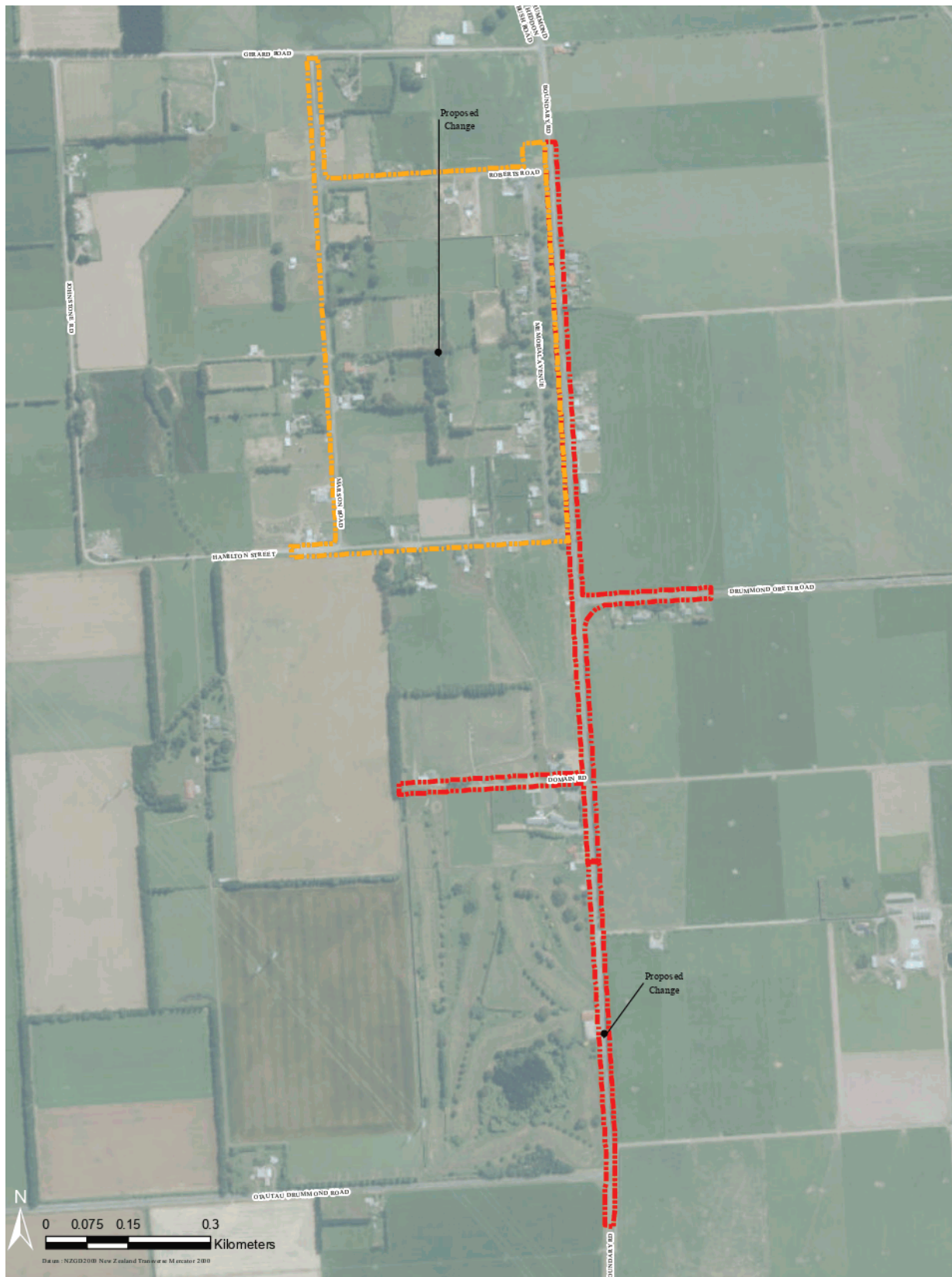
Draft Speed Limit Bylaw 2019

Area Name

Dipton

Map 8 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Drummond
Man 9 of 64















Speed Zone Classifications

 20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr
 Important Notice: All State Highways (SH) are excluded from this bylaw.

**Draft
Speed Limit Bylaw
2019**

Area Name
Garston 1
 Map 17 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Gorge Road
Map 13 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Haldane 1
Map 14 of 64





Speed Zone Classifications

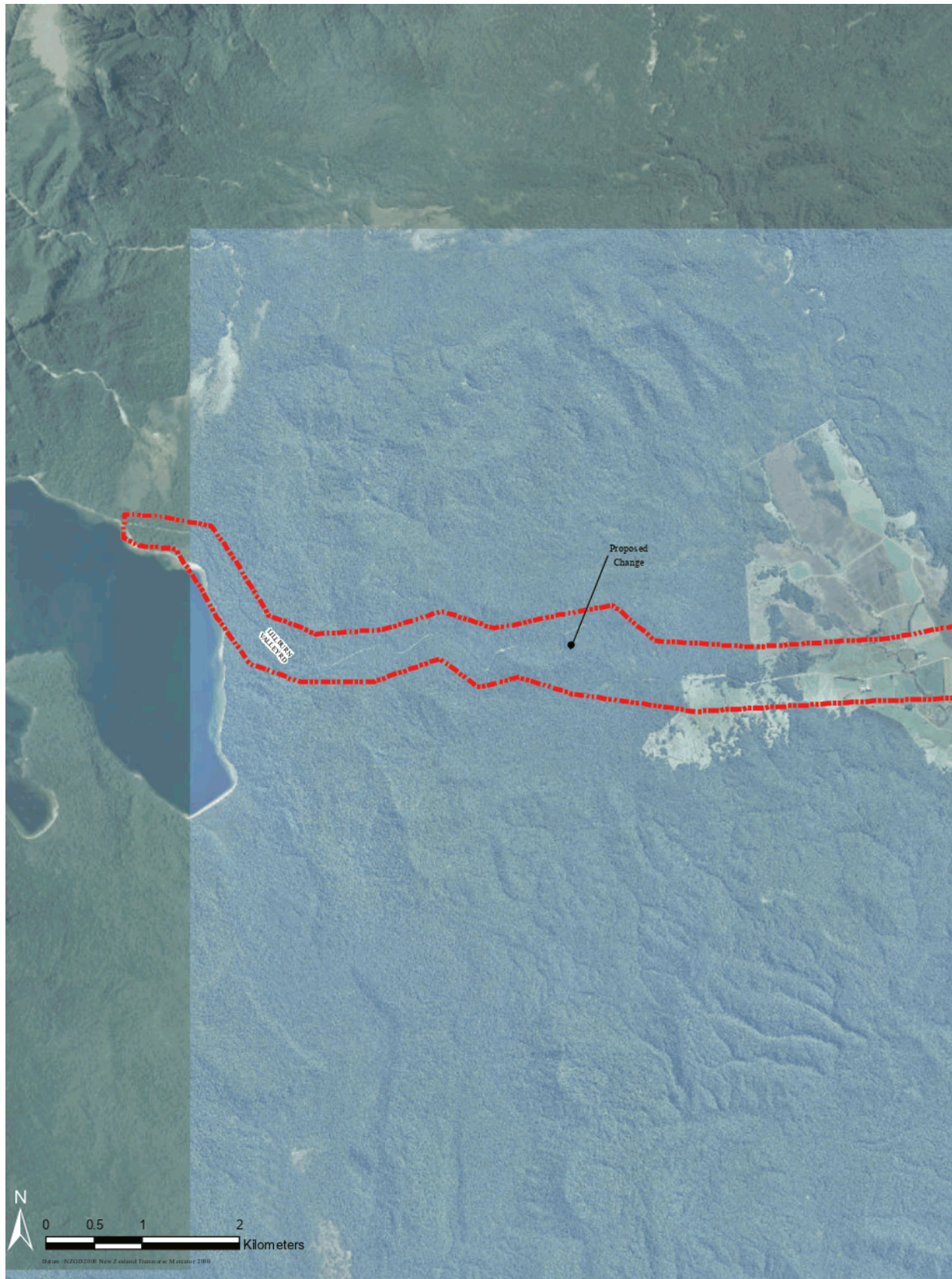
20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Garston 2
Map 15 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Lillburn Valley 1
Map 16 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Lillburn Valley 2
Map 17 of 64





Speed Zone Classifications

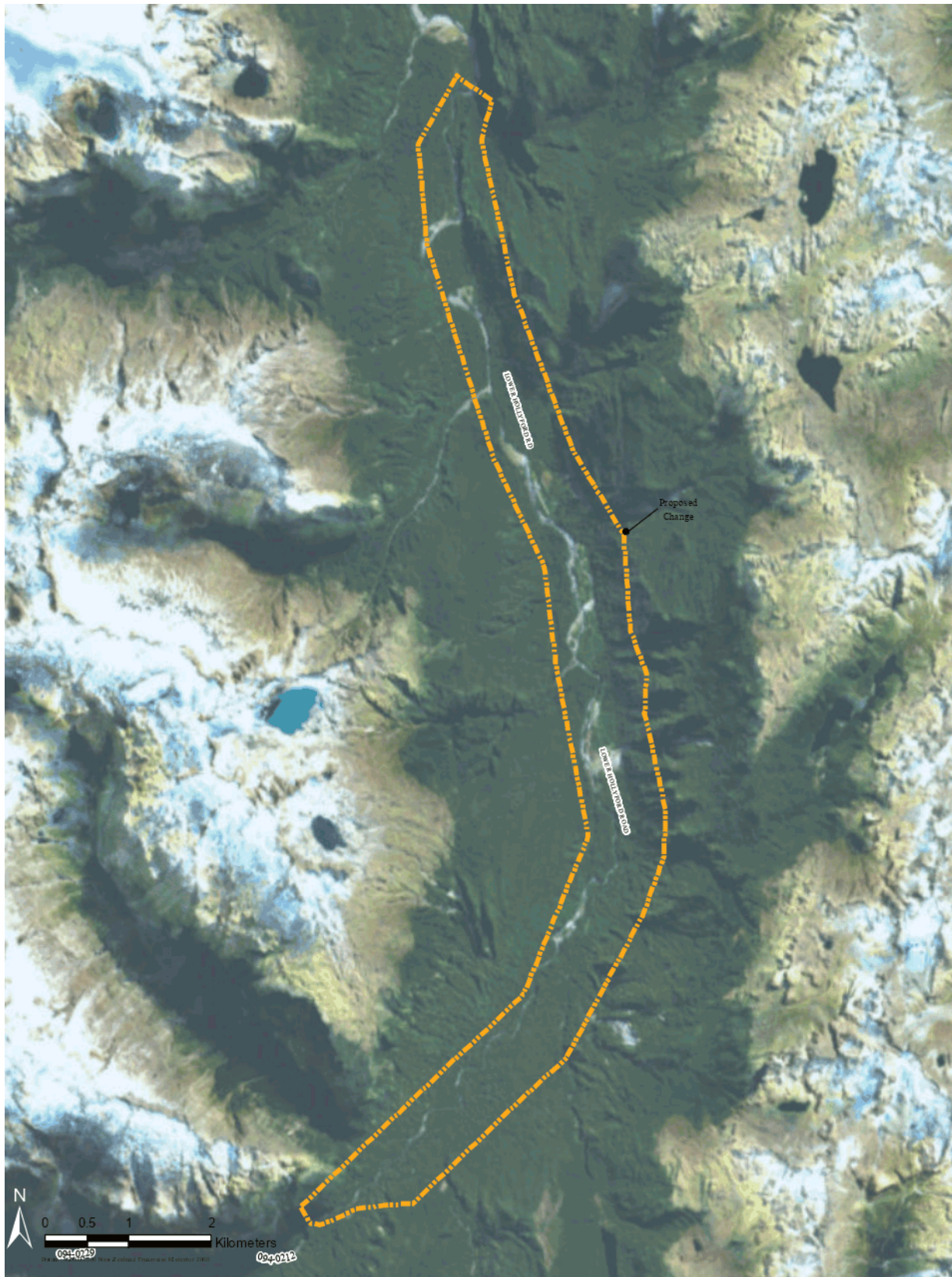
20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

**Draft
Speed Limit Bylaw
2019**

Area Name
Limehills
 Man 18 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

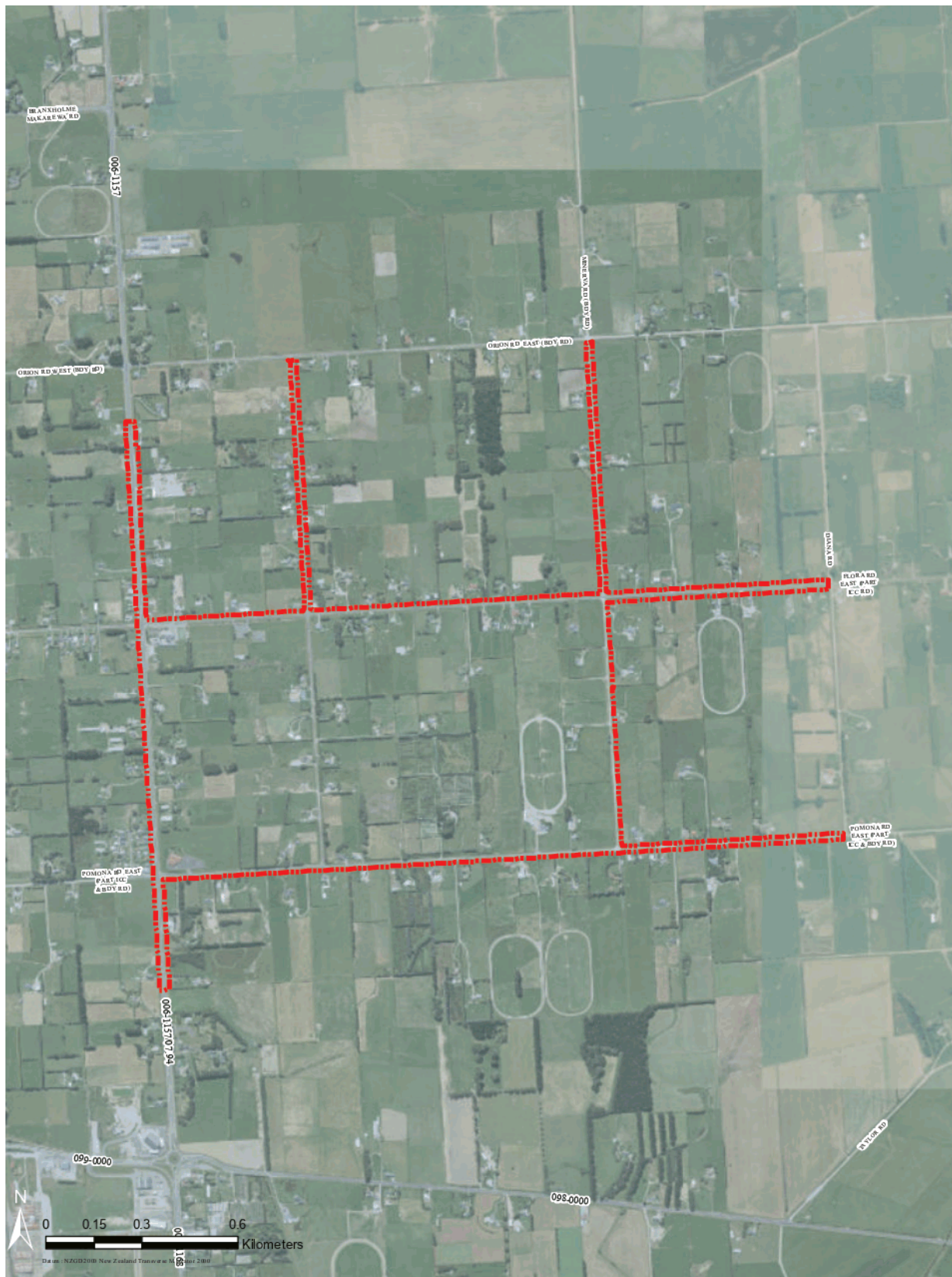
Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Lower Hollyford
Man 10 of 64







Speed Zone Classifications

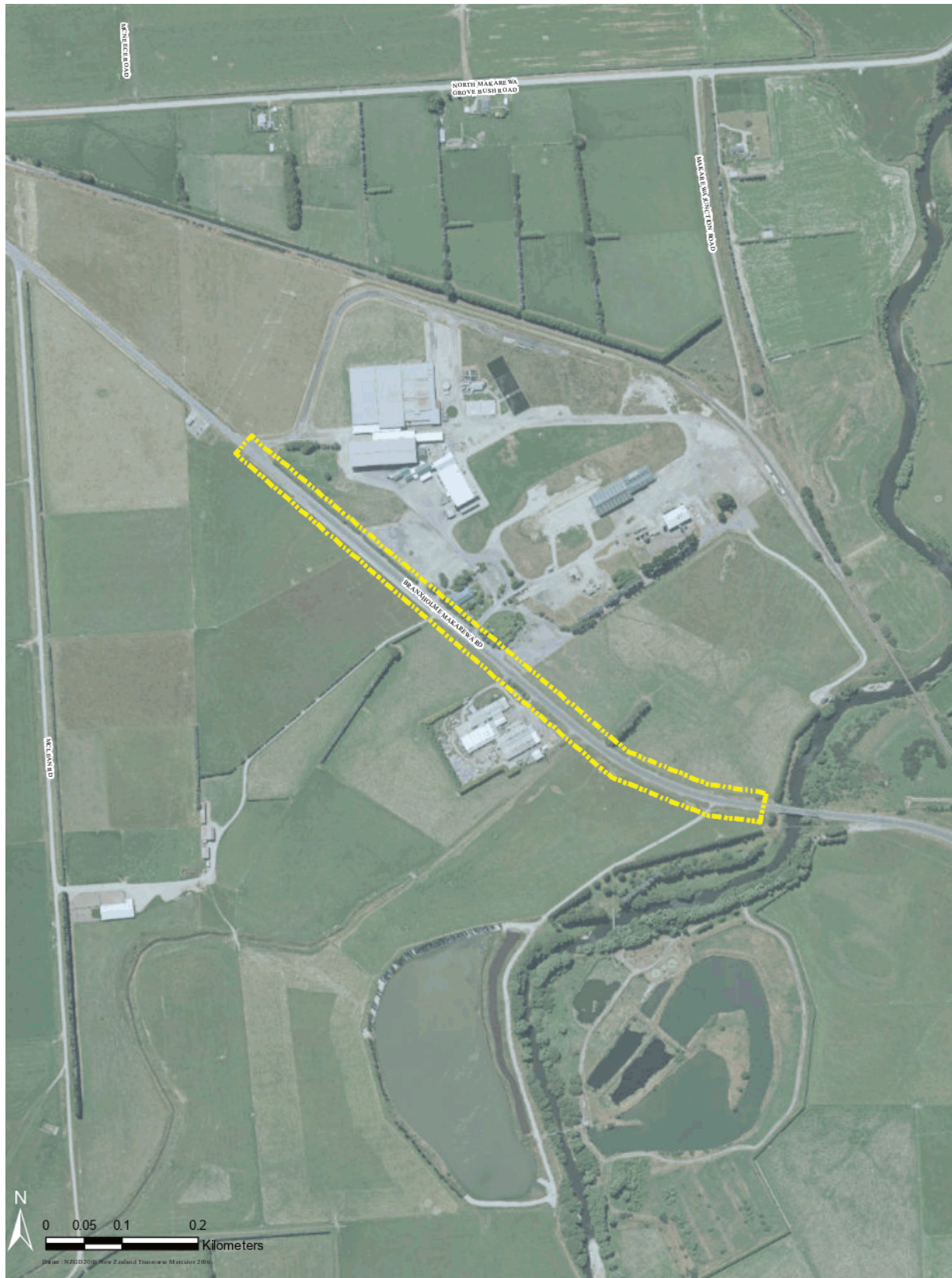
20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.







Draft Speed Limit Bylaw 2019

Area Name
Makarewa
Map 21 of 64





Speed Zone Classifications

 20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr
 Important Notice: All State Highways (SH) are excluded from this bylaw.

**Draft
Speed Limit Bylaw
2019**

Area Name
Makarewa Junction
 Map 77 of 64





Speed Zone Classifications

20km/hr
30km/hr
50km/hr (urban area traffic)
60km/hr
70km/hr
80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Manapouri 1
Man 73 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

**Draft
Speed Limit Bylaw
2019**

Area Name
Manapouri 2
Man 74 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name
Manapouri 3
Map 75 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Mavora 1
Map 26 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

**Draft
Speed Limit Bylaw
2019**

Area Name
Mavora 2
Map 27 of 64





Speed Zone Classifications

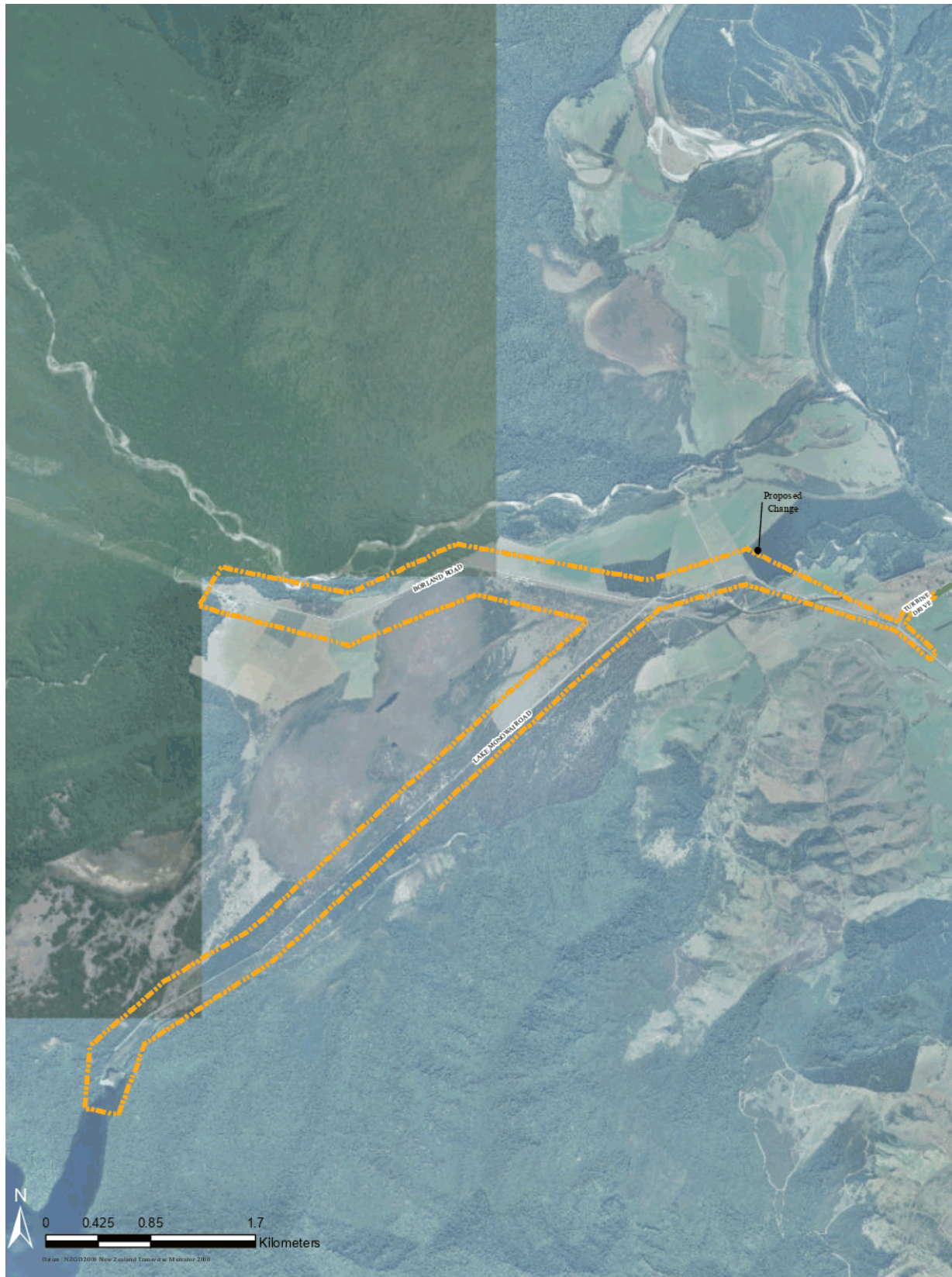
20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Monowai 1
Map 28 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Monowai 2
Map 29 of 64





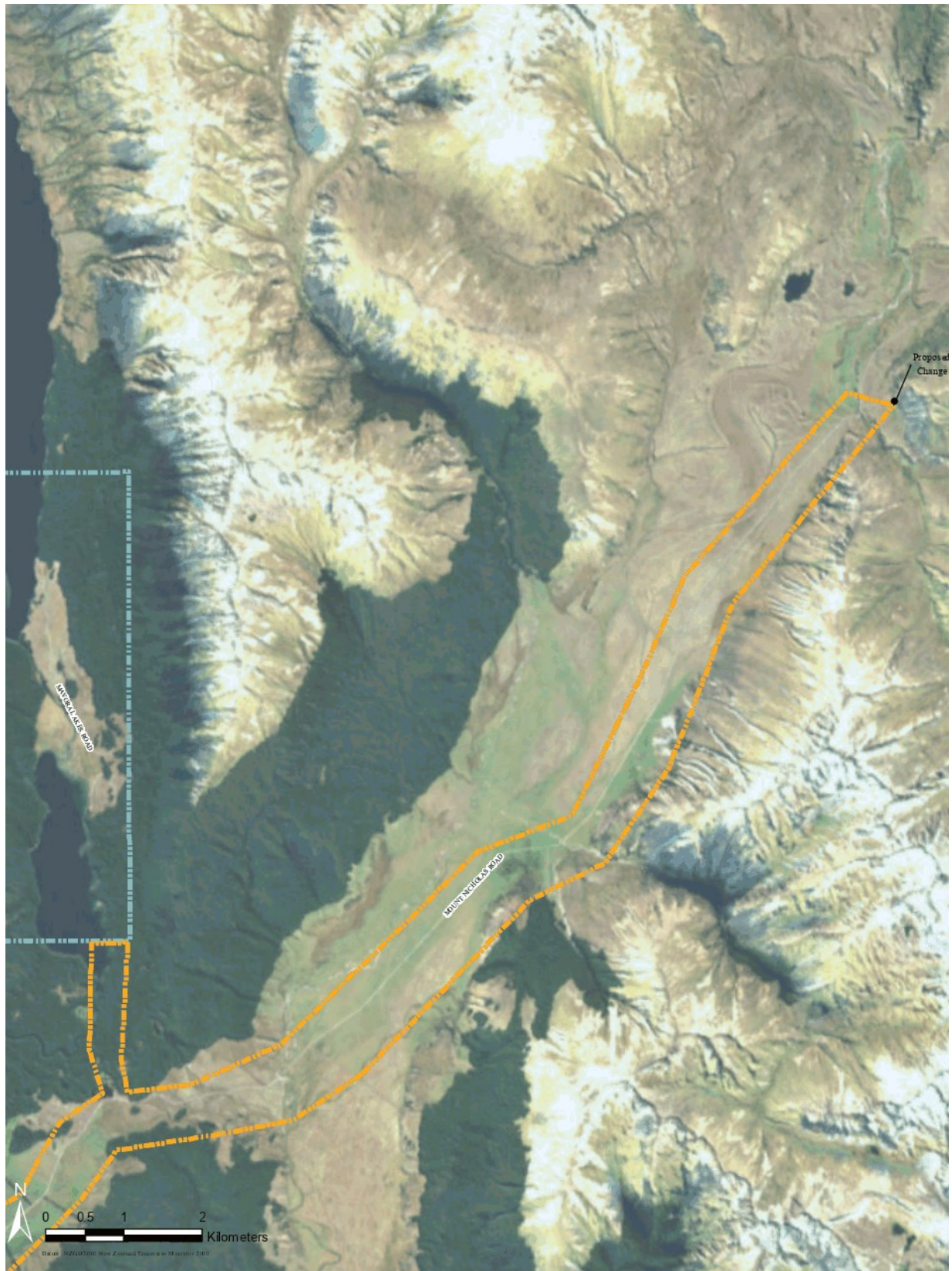
Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr
 Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft
Speed Limit Bylaw
2019

Area Name
Mossburn
 Map 30 of 64





Speed Zone Classifications

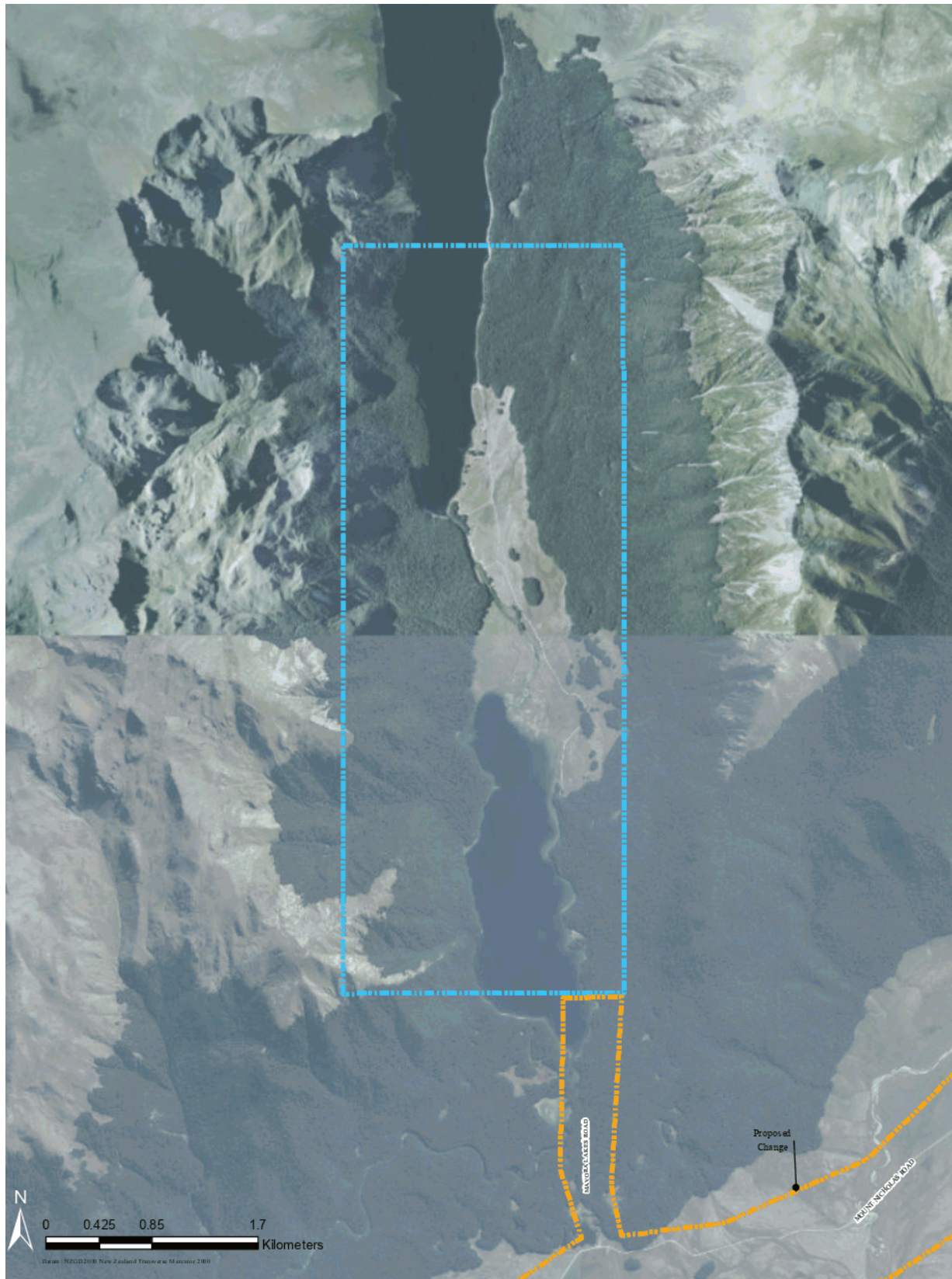
20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Mount Nicholas
Map 31 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Mavora Lakes
Map 32 of 64










<p>Speed Zone Classifications</p> <p> 20km/hr 30km/hr 50km/hr (urban area traffic) 60km/hr 70km/hr 80km/hr </p> <p>Important Notice: All State Highways (SH) are excluded from this bylaw</p>	<p>Draft</p> <p>Speed Limit Bylaw</p> <p>2019</p>	<p>Area Name</p> <p>Nightcaps</p> <p>Man 33 of 64</p>	 <p>SOUTHLAND DISTRICT COUNCIL Te Kaitiaki Take Kōwhiri</p>
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Speed Zone Classifications

 20km/hr
 30km/hr
 50km/hr (urban area traffic)
  60km/hr
 70km/hr
 80km/hr

important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name

Ohai

Man 34 of 64





Speed Zone Classifications

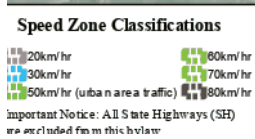
20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Orawia
Map 35 of 64





Area Name
Orepuki
Man 36 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Haldane 2
Map 37 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr
 Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Otautau
 Man 38 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Piano Flat
Map 30 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Riversdale

Map 40 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Riverton
 Man 41 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Slope Point
Map 47 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Stewart Island Oban

Map 43 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Te Anau 1
Map 44 of 64





Speed Zone Classifications

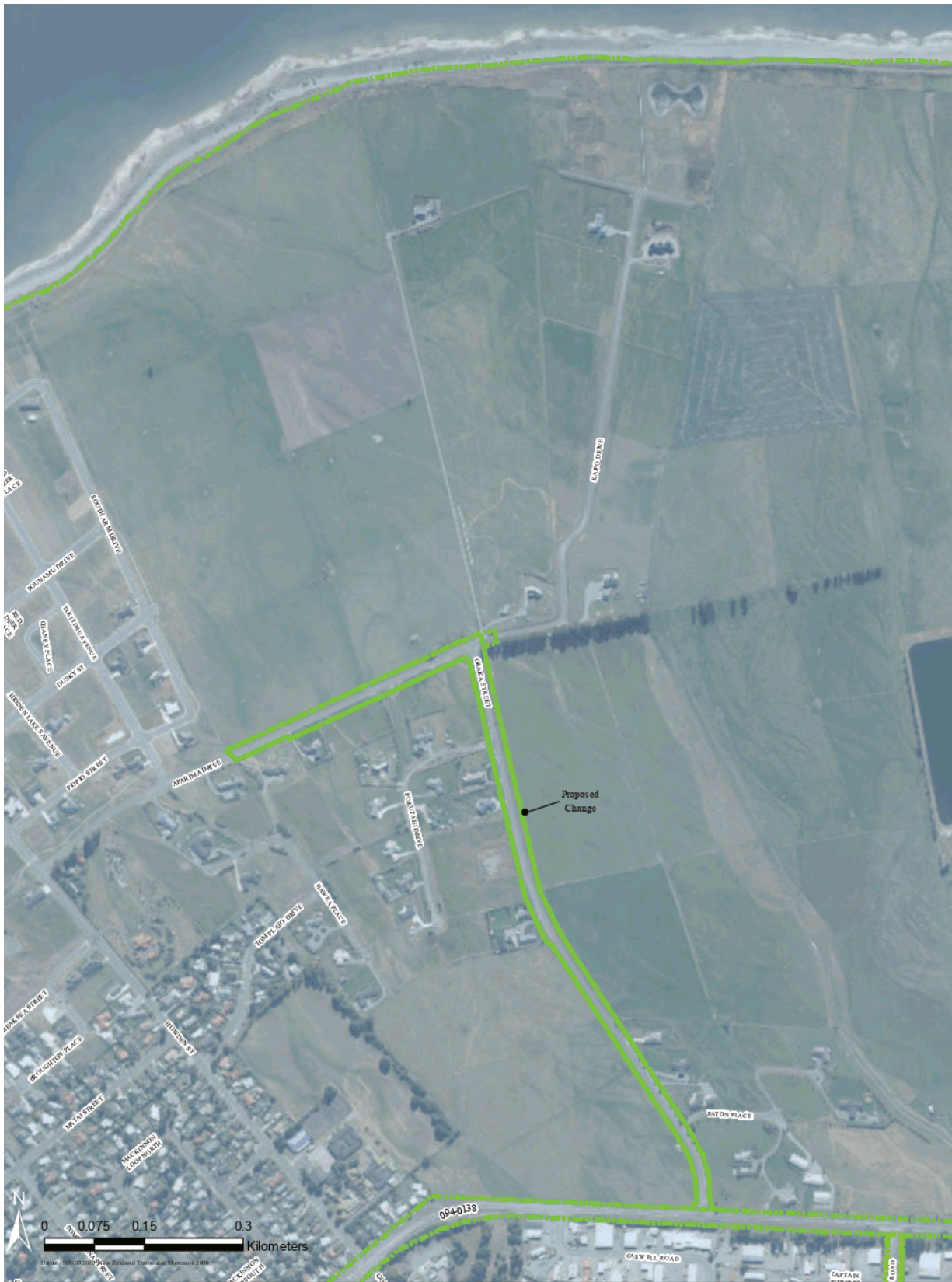
20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw







Draft Speed Limit Bylaw 2019

Area Name
Te Anau CBD
Map 45 of 64





Speed Zone Classifications

 20km/hr
 30km/hr
 50km/hr (urban area traffic)
  60km/hr
 70km/hr
 80km/hr

important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name
Te Anau 2
Map 46 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Te Anau 3
Map 47 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Thornbury
Man 48 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Tokanui
Man 40 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

**Draft
Speed Limit Bylaw
2019**

Area Name
Tokanui Haldane
Map 50 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Tuatapere
Man 51 of 64





Speed Zone Classifications

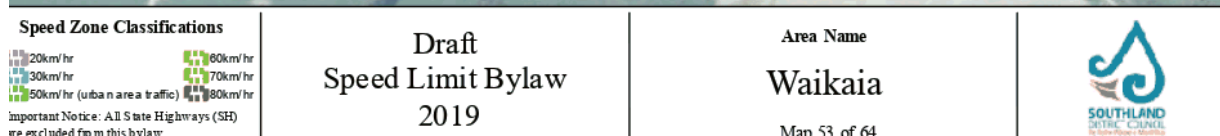
20km/hr
30km/hr
50km/hr (urban area traffic)
60km/hr
70km/hr
80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Waianiwa
Map 52 of 64







Speed Zone Classifications

20km/hr
30km/hr
50km/hr (urban area traffic)

60km/hr
70km/hr
80km/hr

important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name
Waikawa 1
Map 54 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Waikawa 2
Map 55 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name
Waimahaka

Map 56 of 64





Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

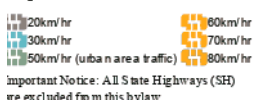
Draft Speed Limit Bylaw 2019

Area Name
Waipapa Point Lighthouse
Map 57 of 64





Speed Zone Classifications



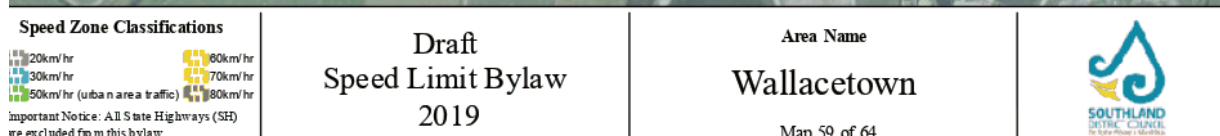
**Draft
Speed Limit Bylaw
2019**

Area Name

Wairio

Map 58 of 64







Speed Zone Classifications

20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw.

Draft Speed Limit Bylaw 2019

Area Name

Winton

Map 60 of 64





Speed Zone Classifications

20km/hr	60km/hr
30km/hr	70km/hr
50km/hr (urban area traffic)	80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Woodlands
Map 61 of 64







Speed Zone Classifications

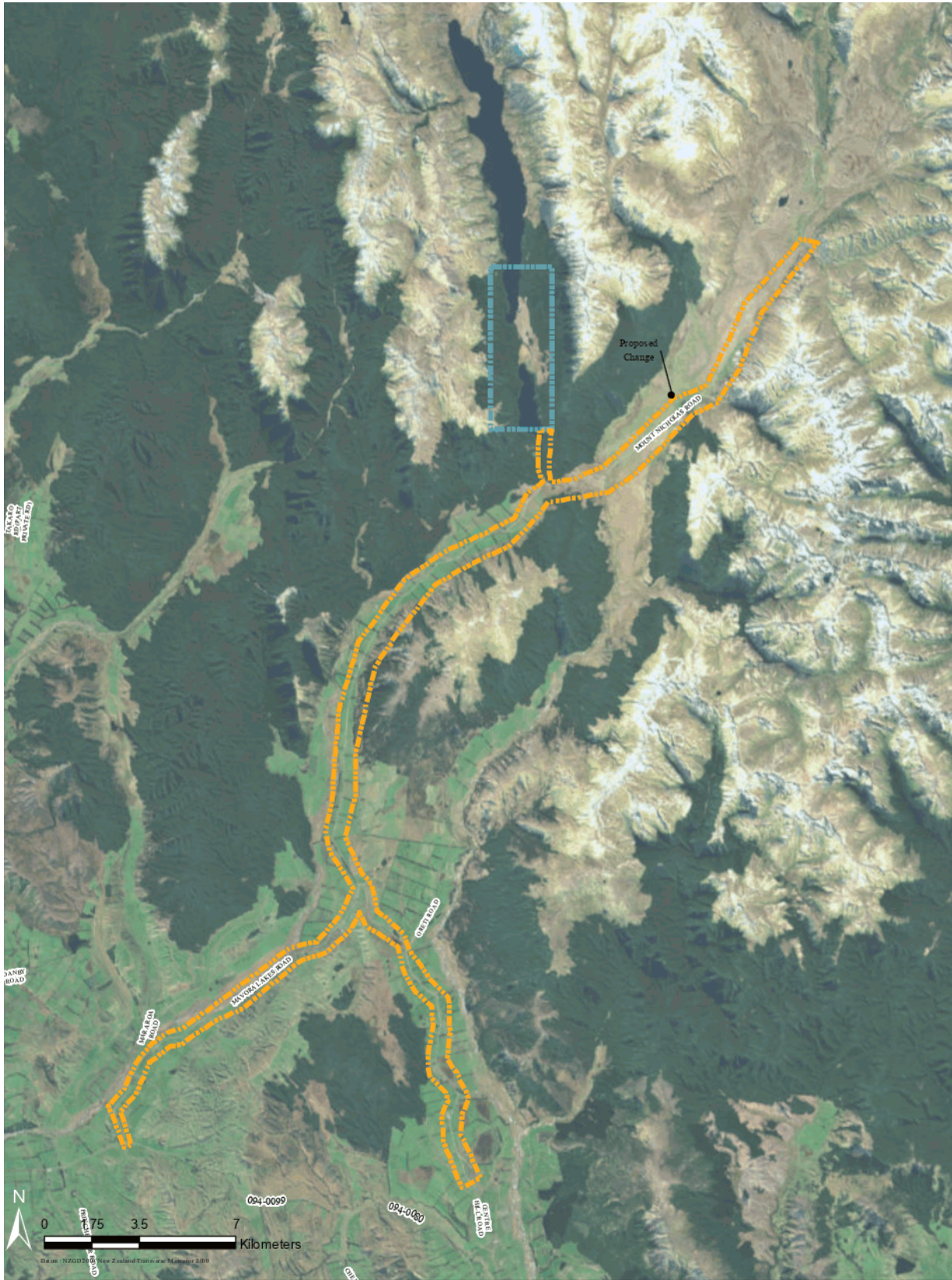
20km/hr
 30km/hr
 50km/hr (urban area traffic)
 60km/hr
 70km/hr
 80km/hr

Important Notice: All State Highways (SH) are excluded from this bylaw

Draft Speed Limit Bylaw 2019

Area Name
Coastal Route
Map 63 of 64





Speed Zone Classifications

20km/hr
30km/hr
50km/hr (urban area traffic)

60km/hr
70km/hr
80km/hr

important Notice: All State Highways (SH) are excluded from this bylaw

Draft
Speed Limit Bylaw
2019

Area Name

Mount Nicholas Region

Man 64 of 64



19/13 - Fortrose Otara Road Seal Widening Tender

Record No: R/19/10/24106
Author: Rob Hayes, Roading Engineer
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 This report seeks to obtain approval from Council on the next steps for the proposed Fortrose Otara Seal widening project following the outcome from the tender evaluation process.

Executive Summary

- 2 The project was approved to proceed to tender by Council in May 2019 with a budget of \$0.9 million. The project consists of seal widening of 11km of Fortrose Otara Road to a design width of 7m.
- 3 Three tenders were received with all tender prices being significantly over budget. Three options have been considered, these include; to proceed with a reduced scope, proceeding with unbudgeted expenditure or the recommended option to put the project on hold and reprioritise expenditure to the bridge replacement programme.

Recommendation

That the Council:

- a) **Receives the report titled "19/13 - Fortrose Otara Road Seal Widening Tender" dated 5 November 2019.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Determines that the project not proceed and funding be reallocated to bridge replacements.**

Background

- 4 The Long Term Plan identified \$300k per year for seal widening. The 11km section of Fortrose Otara has narrow seal widths, less than six metres and was proposed to be widened to the ideal width of seven metres for this level of road hierarchy (secondary collector)
- 5 This section was identified due to the following;
- Increasing traffic volumes including type of traffic
 - The degree to which the road is under ideal width (5.7m versus 7m) and continuity of route / journey
 - The preseal work required prior to sealing (currently programmed for reseal in 20/21)
- 6 This project was approved as part of the 2019/20 road pavement rehabilitation programme by Council on 8 May Council with a budget of \$0.9 million (full LTP budget).

Issues and Discussion

- 7 The tender was put out to open market with all three tenders submitted ranging between \$1.6 million and \$1.8 million in price.
- 8 Given the significant gap between the tender pricing and the approved budget, it is necessary to pause and reflect on how best to move forward. The Strategic Transport Team considers that the following options are available:
- Option One: Proceed with a reduced scope
 - Option Two: Proceed as planned with unbudgeted expenditure
 - Option Three: Cancel the tender and reprioritise the funding elsewhere.
- 9 As a result of the above and the need to determine next steps, prior to the evaluation being undertaken each of the submitters have been notified that the tender process has been put on hold pending a decision from Council regarding the options identified above. Each tenderer will decide whether they are prepared to remain in the process and await the outcome of the decision-making process.
- 10 Whilst this is not an ideal procurement scenario and Council attempts to avoid situations such as this, from time to time, budget and pricing misalignment forces Council to revisit funding and priorities.
- 11 Since the inception of this project and the subsequent approval by Council, there has been increasing concerns with the bridging stock. These concerns have escalated since the completion of the latest structural assessments.
- 12 As an example during these inspection Dipton Mossburn Road bridge (number four) underwent urgent structural maintenance to stay open and had the remaining useful life (RUL) reduced from eight years to a maximum of five years. This is considered a high priority route with the shortest available detour being 23km with sections of the detour considered unsuitable.

- 13 It is important to note that the stretch of road under consideration is due a reseal. As such, the Transport team recommends resealing this section of road and reconsidering the seal widening in 10-15 years when the next seal falls due.
- 14 The Strategic Transport team considers that there are higher priority projects on our network to be undertaken with the current LTP funding allocation.

Factors to Consider

Legal and Statutory Requirements

- 15 The tender evaluation process has not been finalised due to all tenders being significantly above the available budgets and further direction been required from Council. No unusual legal considerations are involved with these projects. To date the tender evaluation team have diligently followed the New Zealand Transport Agency (NZTA) procurement procedures.

Community Views

- 16 Preliminary notification and conversations have been had with residents that live or farm within this section of road proposed for seal widening. Initial feedback was positive, no strong opinions for or against were expressed.
- 17 Feedback has been sought and received from the roading contract managers and the roading alliance contractors in identifying candidate sites.

Costs and Funding

- 18 Currently, the project is budgeted to be funded from NZTA's low cost low risk category which is capped at \$1 million per project.
- 19 To complete the full package of work an additional \$0.9 million of unbudgeted funding will likely be required. In order to access the NZTA funding assistance rate for this work (51%), it would be necessary to complete a full business case for approval from NZTA. This would require additional time and upfront investment to undertake this process.
- 20 Alternatively, Council could opt to fund all of the additional \$0.9 million of unbudgeted expenditure and forgo this process.
- 21 Should Council choose to reprioritise the funding in line with the recommendation from the Strategic Transport team, the funding would simply revert back to the low cost low risk funding bucket for reallocation to the bridge programme which has been agreed with NZTA to be funded from this category.

Policy Implications

- 22 This project has been tendered but the evaluation under the lowest price conforming tender methodology has not been completed due to the value of the tenders received.
- 23 Whilst ending procurement processes without completing an engagement is generally to be avoided, there are no policy implications preventing us from doing so. All tender documentation issued by Council reserves this right.

Analysis

Options Considered

- 24 We have the three following options and recommendation for Council's consideration:

Analysis of Options

Option 1 – Proceed and negotiate a reduced scope of work with a successful tender

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Work proceeds within current budget but with a reduced scope focusing on priority areas only.	<ul style="list-style-type: none">• We do not achieve the full length of widening.• The work may need to be completed in stages causing further ongoing disruption.• The work is not considered to be a current priority.

Option 2 – Proceed with the original scope with unbudgeted funding

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Complete the entire 11km section and increase level of service by increasing seal width.• Full width sealed road from Fortrose right through to the newly sealed alternative coastal road.	<ul style="list-style-type: none">• This would require additional funding that would likely need to be fully funded by Council.• Not maximising funding opportunity from NZTA (dollar for dollar).• The work is not considered to be a current priority.

Option 3 – Put the Fortrose Otara Road seal widening contract on hold and reprioritise funds to bridging projects

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Current LTP funds are utilised on revised higher priorities.• Ensure that key transport and single access routes remain open.	<ul style="list-style-type: none">• Increase pre-seal repair costs on this section.

Assessment of Significance

- 25 Based on the Council's Significance and Engagement Policy and given that any decision made is in line with the Long Term Plan, it is believed that the decision made based on this recommendation is not significant.

- 26 Should the tender be awarded, the procurement method used, along with this activity forming part of the Annual Plan and Long Term Plan, means that the letting of this contract would not be considered significant in terms of Section 76 of the Local Government Act 2002.

Recommended Option

- 27 That the seal widening project not proceed and that the funding be utilised on bridge replacements.

Next Steps

- 28 Formally notify the tenderers that the project will not be proceeding.
- 29 Utilise the funding to progress the bridge replacement programme.

Attachments

- A Otara Fortrose Seal Widening (RP 0-11,000) - Scope of Work [↓](#)
- B Dipton Mossburn Road Bridge 3015.004 – Location Map [↓](#)

Otara Fortrose Seal Widening (RP 0-11,000)

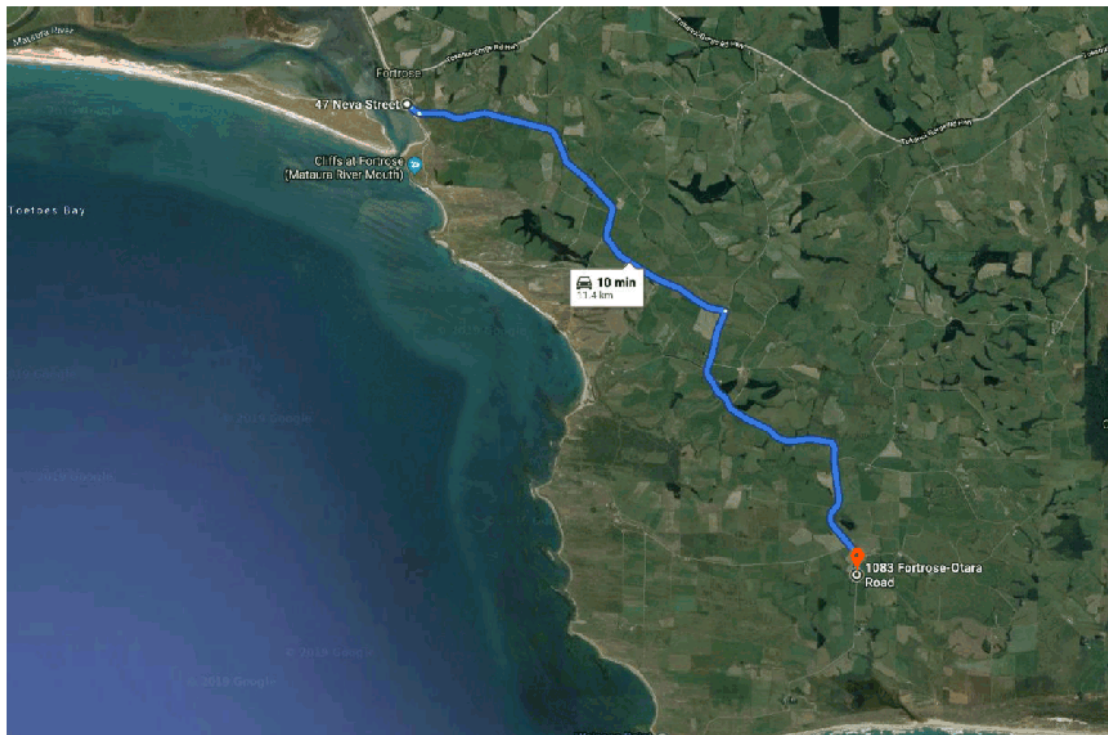
Scope of Work

This section is narrow (less than 6m) and has increasing traffic volumes with the majority of the increase is due to tourism. We propose to widen to 7m and make improvements to each intersections and accessways.

The proposed seal widening earthworks, construction, supply and placement of basecourse and sealing.

Road Details

Road Classification	Secondary Collector
Traffic Volume	350 vpd
Percentage of Heavy Vehicles	10%
Net Present Value	



Southland District Council
Te Rohe Pōtae o Murihiku

PO Box 903
15 Forth Street
Invercargill 9840

0800 732 732
@ sdc@southlanddc.govt.nz
📍 southlanddc.govt.nz

Dipton Mossburn Road Bridge 3015.004 – Location Map

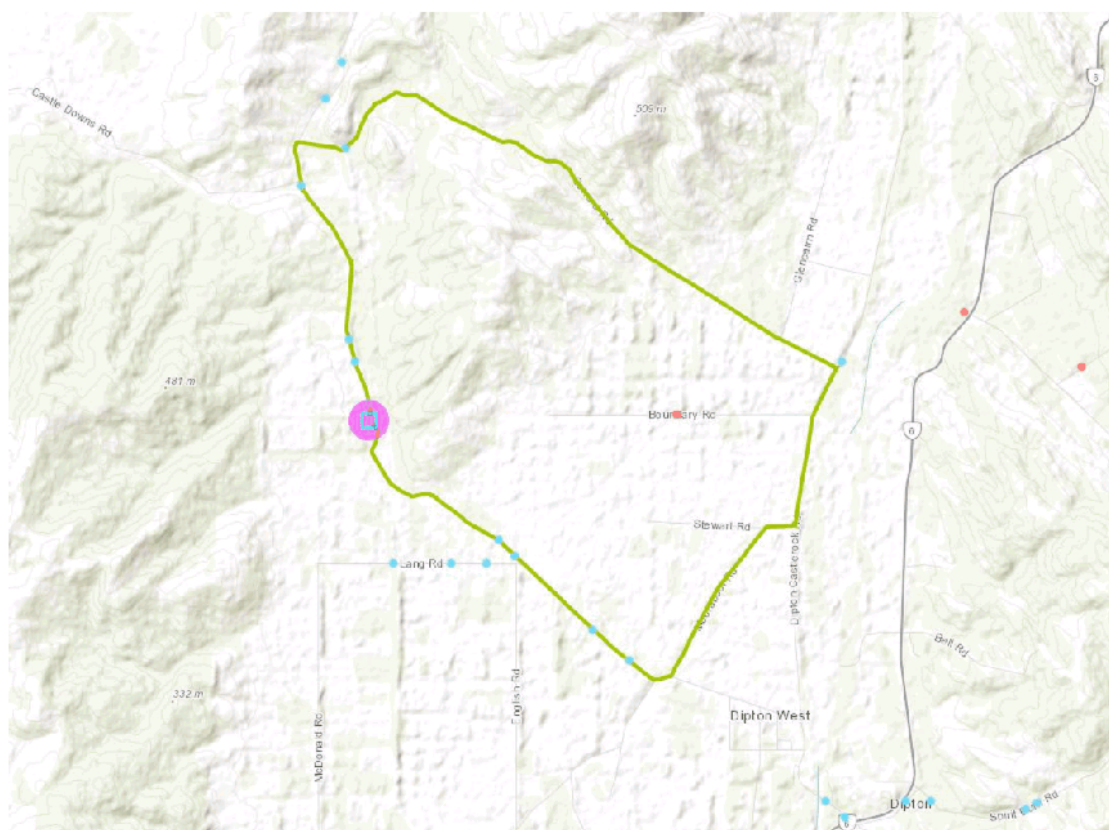


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✉ sdcc@southlanddc.govt.nz
🏠 southlanddc.govt.nz

Shortest available detour



Monthly Financial Report - September 2019

Record No: R/19/9/21690
Author: Dipal Patel, Project Accountant
Approved by: Anne Robson, Chief Financial Officer

☐ Decision ☐ Recommendation ☒ Information

Summary

1. The purpose of this report is to provide Council with an overview of the financial results to date by the nine activity groups of Council, as well as the financial position, and the statement of cash flows.
2. This report summaries Council financial results for the two months to 30 September 2019.

Recommendation

That the Council:

- a) **Receives the report titled “Monthly Financial Report - September 2019” dated 8 November 2019.**

Attachments

- A Monthly Financial Report - September 2019 [📄](#)



Monthly Financial Report

September 2019

Southland District Council
Te Rohe Pōtae o Murihiku

PO Box 903
15 Forth Street
Invercargill 9840

0800 732 732
sdc@southlanddc.govt.nz
southlanddc.govt.nz

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Executive Summary

1. This Monthly Financial Report summarises Council's financial results for the three months to 30 September 2019.
2. The Monthly Financial Report Summary consolidates the business units within each of Council's Groups of Activities.
3. The Monthly Financial Report includes:
 - Year to Date (YTD) Actuals, which are the actual costs incurred,
 - Year to Date (YTD) Projection, which is based on the full year projection and is a combination of the Annual Plan and carry forwards,
 - Year to Date (YTD) Budget, which is based on the full year Annual Plan budget with adjustments for phasing of budgets,
 - Full Year (FY) Budget, which is the Annual Plan budget figures,
 - Full Year (FY) Projection, which is the Annual Plan Budget figures plus the carry forward, and forecast adjustments.
4. Phasing of budgets occurs in the first two months of the financial year, at forecasting and when one-off costs have actually occurred. This should reduce the number of variance explanations due to timing.
5. Where phasing of budgets has not occurred, one twelfth of annual budgeted cost is used to calculate the monthly budget.
6. Southland District Council Summary Reports use a materiality threshold to measure, monitor and report on financial performance and position of the Council. The materiality threshold adopted by Council, together with annual budget for 2018/2019 is variances more or less than 10% of the original adopted budget and greater than \$10,000 in value.
7. Report Contents:
 - A. Council Monthly Summary
 - B. Council Summary Report - Income and Expenditure and Commentary
 - C. Statement of Comprehensive Income
 - D. Statement of Financial Position and Movement Commentary
 - E. Statement of Cash Flows.

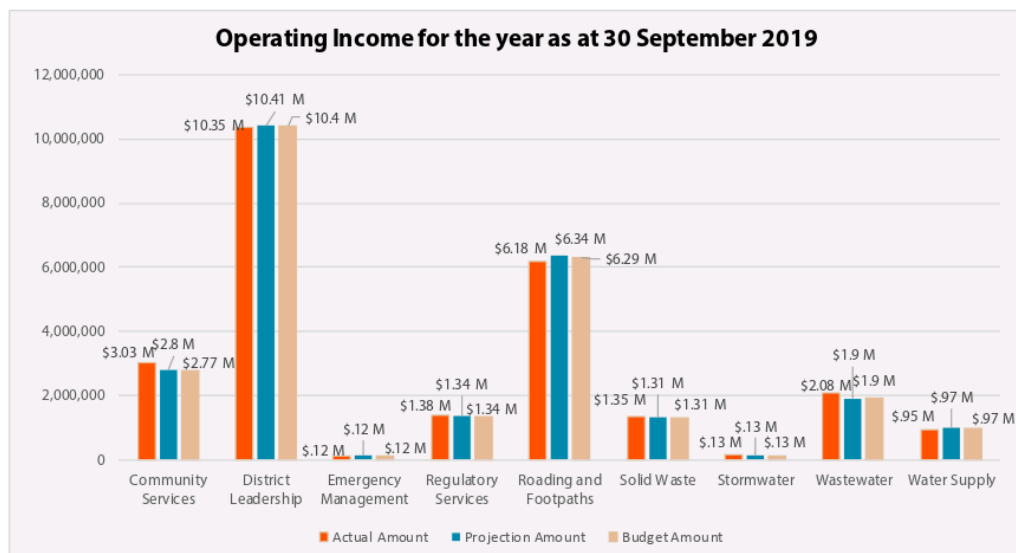
Abbreviation Explanation

Abbreviation	Description
AP	Annual Plan
CAPEX	Capital Expenditure
ELT	Executive Leadership Team
FYB	Full Year Budget
GDC	Gore District Council
GIS	Geographic Information System
GMSE	GeoMedia Smart Client
GST	Goods and Services Tax
ICC	Invercargill City Council
LED	Light Emitting Diode
LTP	Long Term Plan
ME	Month End
NZTA	New Zealand Transport Authority
SDC	Southland District Council
SIESA	Stewart Island Electricity Supply Authority
YE	Year End
YTD	Year To Date
YTD Variance	Comparison of actual results compared to YTD budget
\$M	Millions of dollars

A. Council Monthly Summary

1. Income

Operating Income is \$249K (1%) over projection for YTD (\$25.6M actual vs \$25.3M projected).



Community Services income is \$237,175 (8%) under YTD projection which is predominantly due to:

- **Cemeteries** is \$15,707 (20%) under projections, which is due to interment income being less than budgeted for this stage of the year by \$10,643.
- **Water Structures** is 117,549 (58%) under projection, which is mainly due to expected grants of \$112,949 for Stewart Island Jetties not yet applied for. We have put all grant applications on hold until the TIFF application for Golden Bay and Ulva Island have been finalised. The remainder is due to the licence fees for the boat park not being invoiced yet. The phasing for income for Licence fees for the Jetties has now been corrected as licence fees are invoiced annually, this will reflect in the October reporting.
- **Public Conveniences** is \$35,276 (15%) under projection, mainly due to Monkey Island (\$29,943) and Clifden (\$14,506) toilets as the invoices for the work that have been undertaken had not yet been invoiced through to MBIE.
- **Work Schemes** is \$45,015 (58%) under projection, this is mainly due to the work that needs to be internally charged. This will be rectified over the coming months.

District Leadership income is \$59,436 (1%) over YTD projection. This is due to:

- **Operating Costs** being \$238,801 (431%) over projection. Council has received \$240,000 from the Ministry of Business and Innovation for work on a carpark in Manapouri.
- **Forestry** is \$119,010 (5%) over projection, this is due to 87% of the years harvesting being completed as of the end of September. The export log prices have continued to be variable with

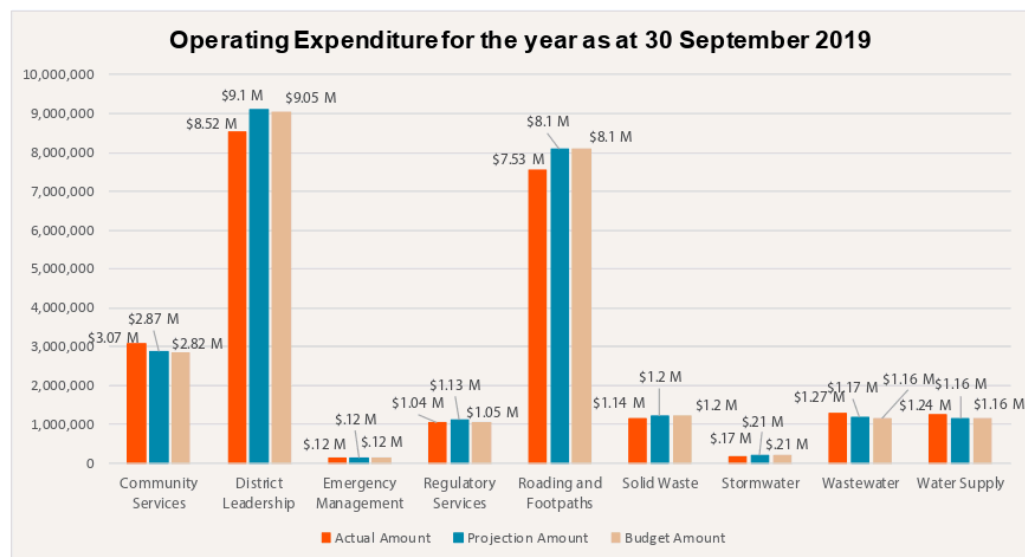
the expected harvest return down approximately 8.2% on the projection that was undertaken in May (pre-harvest). It is expected that an overall return of \$864,000 will be achieved for the 2019/2020 financial year as actual tonnage harvested is greater than that budgeted for during the LTP.

Roading and Footpaths income is \$158,329 (2%) under YTD projection. NZTA funding is currently \$158,000 below budget as the construction season has yet to begin.

Wastewater income is \$174,647 (9%) over YTD projection. This is predominantly due to result of a receipt of a \$1 million dollar TIF funding grant for the Te Anau wastewater project. This is the first instalment of the \$5 million dollar grant to be received from Central Government.

2. Expenditure

Operating Expenditure is \$967K (4%) under projection for the YTD (\$24M actual vs \$25M projection).



Community Services operating expenditure is \$201,320 (7%) over YTD projection.

- **Community Housing** is \$77,137 (90%) over projection. This is spread across the majority of the community housing and is generally due to rates and insurance being debited. There was also a number of small internal maintenance works undertaken across a number of the units. We are currently spending more money on water supply at Edendale and Riverton where we have leaks in the water pipes that we have been unable to find.
- **Grants and Donations** is \$89,813 (25%) over projection as the majority of our annual grants and donations have been paid out, this has been phased and will be reflected in the October reports.
- **Council Facilities** is \$36,494 (%) over projection. This is due to Material Damage Insurances being higher this year along with some operational expenditure being over projection which is due to phasing, which has been rectified for the October reports.

District Leadership operating expenditure is \$581,546 (6%) under YTD projection, this is mainly due to

- **Forestry** being \$420,980 (27%) under projection due to the timing of the year, expenditure is expected to increase as other activities are carried out later in the year post harvesting.
- **Strategy and Communication** being \$127,862 (21%) under projection. The expenditure in this activity is a direct charge through from the activities discussed elsewhere in this report. The activities that contribute to this are financial services, people and capability, property and spatial services, knowledge management, communications and engagement, engineering administration and engineering consultants.

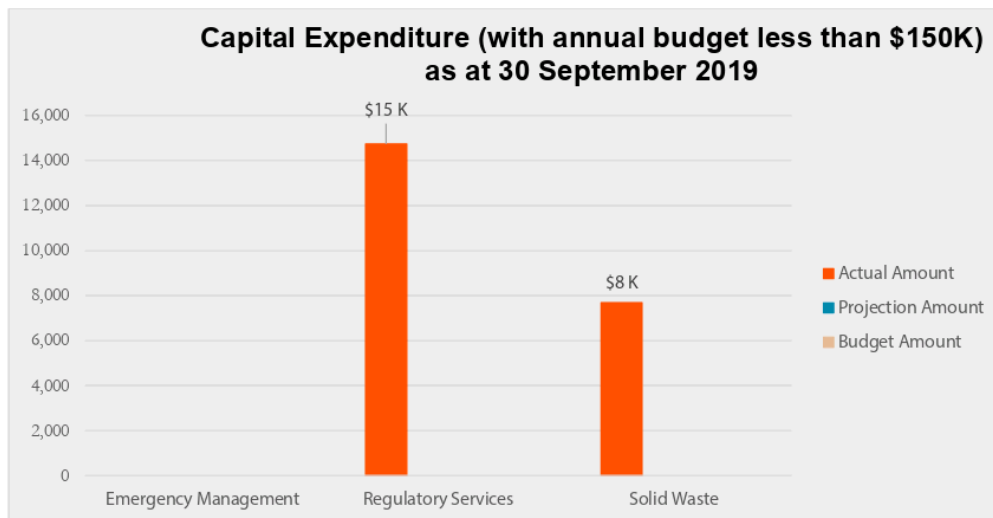
Roading and Footpaths operating expenditure is \$571,835 (7%) under YTD projection.

- **Roading –Administration** is \$322,000 (85%) under budget, with Pyramid Bridge expenditure making up \$375,000 of this. This is due to the timing of redesign based on the alternative tender and billing between Gore and SDC.
- **Sealed Pavement Maintenance** is \$169,000 (22%) under the projected spend due to wetter weather condition delaying works.

Stormwater operating expenditure is \$42,290 (20%) under projection with limited maintenance incurred year to date. This has been offset by the resource consent costs that have come through for 17 towns across the district. Monitoring costs are currently under budget but more will be incurred moving forward with the consents in place. It is therefore not anticipated that this position will continue throughout the year.

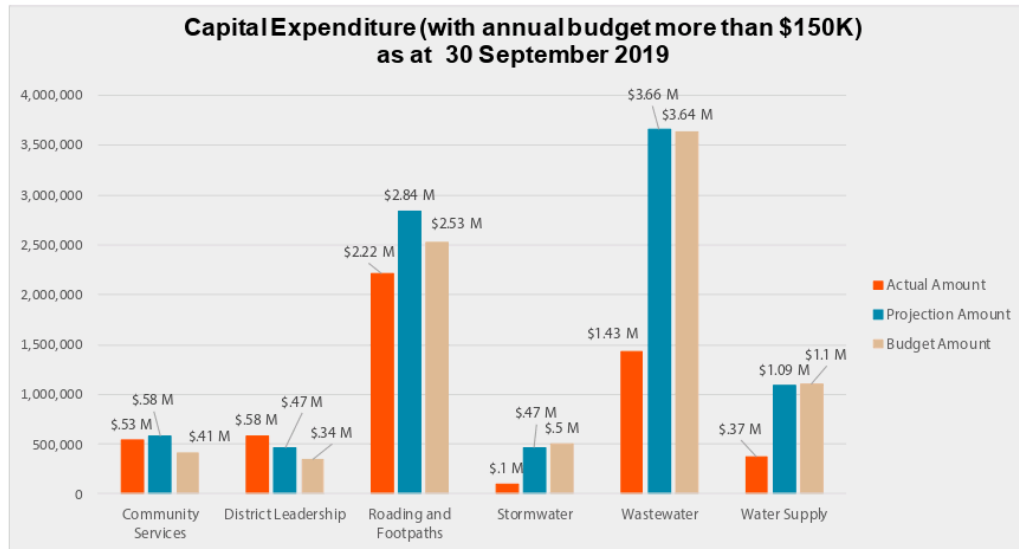
4. Capital Expenditure (CAPEX)

Capital Expenditure is \$3.8M (42%) under projection year to date (\$5.2M actual vs \$9.1M projection).



Regulatory Services is \$14,742 (99%) over projection is due to the building solutions team purchasing new office furniture for the newly created Code of Compliance Certificate Project Team. This will be the forecasting of this will be looked at and rectified for the December reports.

Monthly Financial Report – August 2019



District Leadership is \$110,605 (24%) over projection which is due to information management being \$118,354 (27%) over projection as a result of the timing of the payment of the new phone system which Council implemented in August 2019, this expenditure was originally budgeted in 18/19 then carried forward into the 19/20 financial year.

Roading and Footpaths is \$621,756 (22%) under YTD projection.

- **Roading - District Wide** is \$382,830 (25%) under budget largely due to sealed road resurfacing not yet commencing as a result of wet weather conditions. The sealing season is generally between October and March with minimal consultants costs being incurred prior to this.

Stormwater is \$367,514 (78%) under projection, this is due to the Winton storm water upgrade which has now commenced and will be completed over two financial years. It currently shows as being under budget year to date however is on track to be completed this financial year.

Wastewater is \$2,234,305 (61%) under YTD projection, this is largely due to the delay in construction associated with the Te Anau wastewater project and the regional desludging work. It is anticipated this will be recovered through the year.

Water Supply is \$717,940 (66%) under projection, however it is anticipated that this will be resolved as the year progresses. This variance is largely due to the phasing of our projects and will be assessed and phased appropriately in the coming months.

B. Council Summary Report

Southland District Council Financial Summary for the period ending 30 September 2019

Operating Income									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	3,033,741	2,796,566	2,771,398	237,175	8%	11,750,187	11,649,512	(100,675)	(1%)
District Leadership	10,345,982	10,405,418	10,402,918	(59,436)	(1%)	33,377,610	33,357,610	(20,000)	(0%)
Emergency Management	116,809	120,457	120,457	(3,648)	(3%)	481,829	481,829	0	0%
Regulatory Services	1,383,276	1,344,491	1,341,991	38,785	3%	4,262,320	4,252,320	(10,000)	(0%)
Roading and Footpaths	6,182,491	6,340,820	6,287,334	(158,329)	(2%)	29,622,988	29,143,773	(479,215)	(2%)
Solid Waste	1,348,137	1,310,635	1,310,635	37,501	3%	5,242,541	5,242,541	0	0%
Stormwater	134,050	127,048	127,048	7,002	6%	508,193	508,193	0	0%
Wastewater	2,077,316	1,902,669	1,902,669	174,647	9%	7,642,920	7,642,920	0	0%
Water Supply	946,018	970,866	970,866	(24,848)	(3%)	3,883,463	3,883,463	0	0%
Total	\$25,567,819	\$25,318,970	\$25,235,316	248,848	(1%)	\$96,772,050	\$96,162,160	(609,890)	(1%)
Operating Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	3,067,589	2,866,269	2,822,289	201,320	7%	12,099,409	11,922,625	(176,784)	(1%)
District Leadership	8,521,702	9,103,248	9,051,079	(581,546)	(6%)	35,237,815	35,029,141	(208,674)	(1%)
Emergency Management	116,904	120,457	120,457	(3,553)	(3%)	481,829	481,829	0	0%
Regulatory Services	1,036,923	1,127,727	1,051,283	(90,804)	(8%)	4,670,911	4,365,134	(305,777)	(7%)
Roading and Footpaths	7,529,049	8,100,884	8,100,325	(571,835)	(7%)	32,476,342	32,474,106	(2,236)	(0%)
Solid Waste	1,143,951	1,198,512	1,198,512	(54,561)	(5%)	4,841,069	4,841,069	0	0%
Stormwater	169,305	211,594	211,594	(42,290)	(20%)	849,920	849,920	0	0%
Wastewater	1,272,478	1,172,324	1,160,333	100,154	9%	4,744,182	4,696,217	(47,965)	(1%)
Water Supply	1,235,233	1,158,814	1,155,335	76,419	7%	4,731,676	4,717,759	(13,917)	(0%)
Total	\$24,093,134	\$25,059,829	\$24,871,208	(966,695)	(4%)	\$100,133,152	\$99,377,800	(755,352)	(1%)
Net Surplus/Deficit	\$1,474,685	\$259,141	\$364,108	1,215,544	3%	(3,361,102)	(3,215,639)	145,462	0%
Capital Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	534,969	582,651	414,459	(47,683)	(8%)	2,779,142	2,396,220	(382,922)	(14%)
District Leadership	578,786	468,181	343,057	110,605	24%	550,189	49,693	(500,496)	(91%)
Emergency Management	-	-	-	0	-	-	-	0	0%
Regulatory Services	14,742	-	-	14,742	-	132,861	132,861	0	0%
Roading and Footpaths	2,215,315	2,837,071	2,530,985	(621,756)	(22%)	16,169,490	14,945,146	(1,224,344)	(8%)
Solid Waste	7,684	-	-	7,684	-	-	-	0	-
Stormwater	101,206	468,720	496,005	(367,514)	(78%)	787,032	832,507	45,475	6%
Wastewater	1,426,608	3,660,913	3,640,012	(2,234,305)	(61%)	14,643,651	14,560,046	(83,605)	(1%)
Water Supply	367,556	1,085,496	1,099,134	(717,940)	(66%)	3,204,657	3,204,787	130	0%
Total	\$5,246,866	\$9,103,032	\$8,523,651	(3,856,166)	(42%)	\$38,267,022	\$36,121,260	(2,145,762)	(6%)

Activities reporting under Groups listed:

Community Services	District Leadership	Regulatory Services
Community Assistance	Representation and Advocacy	Building Control
Parks and Reserves	Community Development	Resource Management
Cemeteries	District Support	Animal Control
Community Facilities	Corporate Support	Environmental Health
Community Groups	Forestry	
Library Services		
Public Toilets		
Airports		
Electricity Supply		

C. Statement of Comprehensive Income

Statement of Comprehensive Revenue and Expenses					
for the period ending 30 September 2019					
	YTD			FYB	
	Actual Amount	Projection Amount	Budget Amount	Projection Amount	Budget Amount
Revenue					
Rates Revenue	11,897,631	12,202,512	12,202,512	48,411,467	48,411,467
Other Revenue	4,721,589	4,233,191	4,233,191	8,372,470	8,372,470
Interest and Dividends	104,043	17,042	17,042	68,170	68,170
NZ Transport Agency Funding	2,396,163	2,411,593	2,358,107	13,575,038	13,129,323
Grants and Subsidies	1,370,970	1,045,054	1,030,071	4,264,406	4,170,975
Other gains/losses	21,574	25,384	17,884	(1,407,317)	(1,447,317)
Development and financial contributions	2,139	95,975	92,039	383,899	368,155
	20,514,107	20,030,751	19,950,847	73,668,133	73,073,243
Expenditure					
Employee Benefit Expense	2,958,787	3,173,299	3,173,299	13,249,866	13,249,866
Depreciation and Amortisation	5,797,714	5,795,808	5,795,808	23,183,233	23,183,233
Finance Costs	5,855	5,500	5,500	22,000	22,000
Other Council Expenditure	10,277,066	10,797,002	10,612,131	40,574,135	39,833,782
Balance Sheet	0	0	0	0	0
Internal Reconciliations	0	0	0	0	0
	19,039,422	19,771,610	19,586,738	77,029,234	76,288,882
Total Comprehensive Income	1,474,685	259,141	364,108	(3,361,102)	(3,215,639)

Note: The presentation of the statement of comprehensive income aligns with Council's annual report. The annual report is based on national approved accounting standards. These standards require us to eliminate internal transactions. Council is also required to report by activities. A number of Council functions relate to a number of activities, eg, finance. To share these costs, an internal transaction is generated between the finance business unit and the activity business units.

Within the annual report, Council also prepare Activity Funding Impact Statements. These statements are prepared under the Financial Reporting and Prudence Regulations 2014. This regulation requires internal charges and overheads recovered be disclosed separately. The Council Summary report is a summary of what these Activity Funding Impact Statements will disclose for income and expenditure at year end.

The result of this is that the revenue and expenditure in the Comprehensive Income Statement does not reconcile to the total income and total expenditure reported in the Council Summary Report on page 13 due to the elimination of the internal transactions. However, the net surplus/deficit (as per the Council Summary Report) matches the total comprehensive income (as per the Statement of Comprehensive Income).

D. Statement of Financial Position

Council's financial position as at 30 September 2019 is detailed below. The balance sheet as at 30 June 2019 is the balance sheet for activities of Council only.

SOUTHLAND DISTRICT COUNCIL		
STATEMENT OF FINANCIAL POSITION		
as at 30 September 2019		
	Actual	Actual
	30-Sep-19	30-Jun-19
Equity		
Retained Earnings	720,697,662	719,222,977
Asset Revaluation Reserves	822,120,037	822,120,037
Other Reserves	42,546,133	42,546,133
Share Revaluation	2,666,473	2,666,473
	<u>1,588,030,306</u>	<u>1,586,555,620</u>
Represented by:		
Current Assets		
Cash and Cash Equivalents	19,162,794	15,724,208
Trade and Other Receivables	4,499,903	9,864,019
Inventories	134,056	134,056
Other Financial Assets	1,466,011	1,508,271
Property, Plant and Equipment	-	-
	<u>25,262,763</u>	<u>27,230,555</u>
Non-Current Assets		
Property, Plant and Equipment	1,557,102,321	1,556,896,208
Intangible Assets	2,513,523	2,565,313
Forestry Assets	11,900,000	11,900,000
Internal Loans	30,900,543	31,315,988
Work in Progress	66,884	772,054
Investment in Associates	314,495	314,495
Other Financial Assets	302,485	302,608
	<u>1,603,100,251</u>	<u>1,604,066,666</u>
TOTAL ASSETS	<u>1,628,363,014</u>	<u>1,631,297,221</u>
Current Liabilities		
Trade and Other Payables	5,523,009	7,537,647
Contract Retentions and Deposits	473,192	451,905
Employee Benefit Liabilities	1,279,611	1,583,186
Development and Financial Contributions	2,116,191	2,112,712
Provisions	14,000	14,000
	<u>9,406,002</u>	<u>13,399,450</u>
Non-Current Liabilities		
Employment Benefit Liabilities	18,010	18,010
Provisions	8,152	8,152
Internal Loans - Liability	30,900,544	31,315,988
	<u>30,926,706</u>	<u>31,342,151</u>
TOTAL LIABILITIES	<u>40,332,708</u>	<u>44,741,601</u>
NET ASSETS	<u>1,588,030,306</u>	<u>1,586,555,620</u>

F. Statement of Cash Flows**Statement of Cashflows for the period ended September 2019**

	2019/2020 YTD Actual
Cash Flows from Operating Activities	
Receipts from rates	14,044,525
Receipts from other revenue (including NZTA)	10,493,567
Cash receipts from Interest and Dividends	104,043
Payment to Suppliers	(11,767,623)
Payment to Employees	(3,262,362)
Interest Paid	(5,855)
GST General Ledger (net)	715,200
Net Cash Inflow (Outflow) from Operating Activities	10,321,494
Cash Flows from Investing Activities	
Receipts from sale of PPE	21,574
(Increase)/Decrease Other Financial Assets	42,384
Purchase of property, plant and equipment	(5,298,656)
Purchase of Forestry Assets	-
Purchase of Intangible Assets	51,790
Net Cash Inflow (Outflow) from Investing Activities	(5,182,908)
Cash Flows from Financing Activities	
Increase/(Decrease) Term Loans	(1,700,000)
Increase/(Decrease) Finance Leases	-
Net Cash Inflow (Outflow) from Financing Activities	(1,700,000)
Net Increase/(Decrease) in Cash and Cash Equivalents	3,438,586
Cash and Cash Equivalents at the beginning of the year	15,724,208
Cash and Cash Equivalents at the end of September	19,162,794

Cash and Cash Equivalents and Other Financial Assets

1. At 30 September 2019, Council had \$16M invested in six term deposits ranging from two to four month maturities as follows:

SDC Investments - Term Deposits				
Bank	Amount	Interest Rate	Date Invested	Maturity Date
ANZ	\$ 3,000,000	2.21%	20-Aug-19	19-Nov-19
ANZ	\$ 2,000,000	2.15%	19-Sep-19	17-Jan-20
ASB	\$ 4,000,000	2.30%	4-Sep-19	19-Dec-19
BNZ	\$ 2,000,000	1.29%	4-Sep-19	17-Oct-19
WPC	\$ 2,000,000	2.26%	20-Aug-19	19-Nov-19
WPC	\$ 3,000,000	1.84%	20-Aug-19	17-Oct-19
Total	\$ 16,000,000			

At 30 September 2019, SIESA had \$1.57M invested in five six month term deposits as follows:

SIESA Investments - Term Deposits				
Bank	Amount	Interest Rate	Date Invested	Maturity Date
BNZ	\$ 370,000	3.15%	29-Jul-19	2-Mar-20
BNZ	\$ 200,000	1.18%	1-Oct-19	1-Nov-19
BNZ	\$ 350,000	3.28%	23-Apr-19	23-Jan-20
BNZ	\$ 350,000	3.31%	23-Apr-19	23-Apr-20
BNZ	\$ 300,000	3.23%	6-May-19	6-Jul-20
Total	\$ 1,570,000			

2. Funds on Call at 30 September 2019:

Funds on Call				
	Amount	Bank	Account	Interest Rate
SDC	\$ 2,231,613	BNZ	Funds on Call	0.25%
	\$ 10,000	BNZ	Operating Bank Acc	1.00%
	\$ 333,688	BNZ	Restricted Funds Acc	3.25%
SIESA	\$ 98,488	BNZ	Funds on Call	3.25%

Council's Investment and Liability Policy states that Council can invest no more than \$10M with one bank. Investments and Funds on Call, comply with the SDC Investment Policy.

Management Report

Record No: R/19/10/24081
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

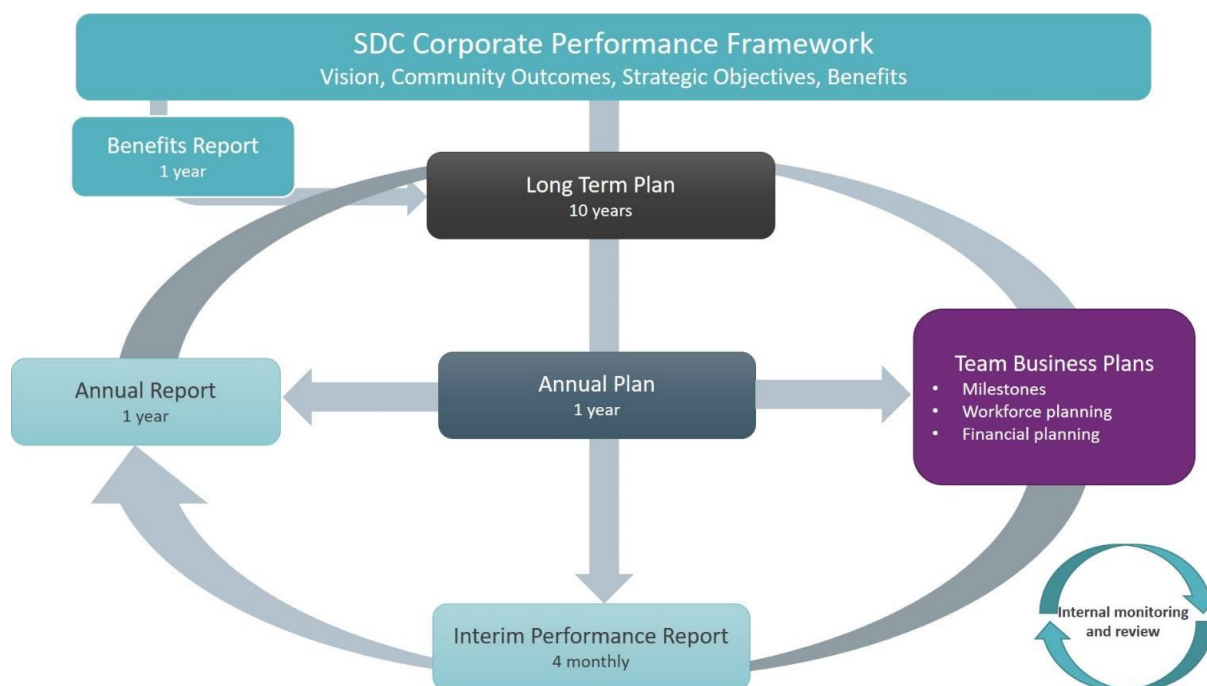
☐ Decision

☐ Recommendation

☒ Information

Background

1. The management report is prepared for Council on a six weekly basis to provide a regular update on issues, projects and other matters that are either being progressed within the organisation or are likely to impact the work that Council does.
2. As well as looking locally the report provides an update on issues or information that is coming from government that may impact the District or Council.
3. The management report then forms the basis of the Council report that is tabled at community board meetings. This is done to ensure that the boards receive regular updates on matters being progressed across the District as a whole as well as at the national level.
4. The management report is not a formal part of the Council corporate performance framework, which is outlined in the graphic below.



5. The formal reporting on non-financial organisational performance against the objectives and performance measures, which are set in the Annual Plan occurs each four months via the Interim Performance Report. This report is currently submitted to the Finance and Assurance Committee.
6. At present financial performance is reported via a routine financial report to each six weekly Council meeting. Every four months, on the same cycle as the Interim Performance Report a

financial reforecast report, which outlines projected variances forecast between budget and actual expenditure is reported to the Finance and Assurance Committee and Council.

7. There is further work to be done to enhance the Interim Performance Report to include formal reporting against projects and to integrate financial and non-financial reporting into a consolidated package. This work will evolve further over time.

Chief Executive

3 Waters

8. In mid-2017, in response to the initial findings from the Havelock North Drinking Water Inquiry, the government established a 3 waters review.
9. The review was to look at how improvements could be made to the way in which the regulation and supply arrangements of drinking water, wastewater and stormwater (3 waters) can be improved. Most of the 3 waters assets that service the majority of the New Zealand population are owned and operated by local authorities. There are, however, a significant number of private suppliers for both drinking water and wastewater schemes in different communities across the country.
10. The government released their decisions on stage 1 of the water services review approximately three months ago. As expected these included a proposal to establish a new water services regulator. In October it was announced that the regulator would be established as a new independent crown entity with its own board. This approach is consistent with that proposed by Local Government NZ (LGNZ) and hence is likely to attract a level of support across the local government sector. The alternative considered was to locate it within an existing entity such as the Environmental Protection Agency.
11. The standalone agency will have the high degree of focus and independence which is seen as important if it is to drive the 'system wide' improvements seen as being needed. This will represent a change in the approach that the local government sector has seen in the past, with the drinking water regulatory function performed by the Ministry of Health. Alongside of drinking water it will also have a role in providing oversight of the wastewater and stormwater sector.
12. An establishment unit is being created within the Department of Internal Affairs, with support from the Ministry of Health and the Ministry for the Environment, to design and operationalise the new regulator. This work includes a range of planning and pre-establishment tasks to get the regulator up and running, which is expected to take around 18 months to achieve. This will be overseen by a transition board.
13. Legislation, to provide for the establishment of the new agency, via a Crown Entity (Water Services) Establishment Bill, will be introduced to Parliament this year along with a Water Services Bill, which is designed to handle other aspects of the legislative changes needed to implement the new regulatory framework. The statutory objectives for the new regulatory agency will include:
 - protecting and promoting public health outcomes and drinking water safety
 - administering the drinking water regulatory system

- building capability among drinking water suppliers, and across the wider water industry, including by promoting collaboration, education and training
 - recognising and providing for Te Mana o te Wai, with regard to drinking water.
14. Other important points to note about the decisions that have been made include:
- that the new regulatory regime is to be implemented over a five year period with all schemes servicing 500 or more consumers to have drinking water safety plans formally approved within three years
 - the drinking water supply regulatory requirements will cover all drinking water suppliers, irrespective of ownership. Individual household 'self-suppliers' e.g standalone house on tank water, will be exempt
 - drinking water suppliers will need to go through an accreditation and 'licencing' process so that they can prove that they have the skills necessary to manage community water schemes
 - a 'multi-barrier' approach to drinking water safety, including mandatory disinfection of water supplies, with exemptions only being provided where the supplier can prove that there are other 'protection mechanisms' in place to manage the risks associated with each scheme. This approach will require the supplier to show that both the treatment system and reticulation system are protected to an adequate level
 - stronger obligations on water suppliers and local authorities to manage risks to sources of drinking water. There is an expectation that regional councils and territorial authorities will work together on these issues
 - strengthened compliance, monitoring and enforcement of drinking water regulation which will include the introduction of a 'wide-ranging' enforcement regime that will expand through to personal liability and criminal enforcement options
 - while regional councils will remain the primary regulators for the environment, there will be stronger central oversight of wastewater and stormwater regulation, including -
 - requirements for wastewater and stormwater operators to report annually on a set of national environmental performance measures
 - the development of a new national environmental standard for wastewater and stormwater discharges. The new standard will have an influence over the regional council consenting regimes
 - national good practice guidelines for the design and management of wastewater and stormwater networks
 - monitoring of emerging contaminants in wastewater and stormwater, and coordinating national responses where necessary.
15. In relation to private water supplies territorial local authorities will have an obligation to:
- develop an understanding and develop a register of the suppliers of drinking water to communities across their districts – including all non-council supplies, except those owned/operated by the crown, and domestic self-suppliers (standalone households)

- work collaboratively with the private supplier(s) and regulator to solve any problems that may be identified with a non-council supply
 - ensure that safe drinking water continues to be provided if a sustainable solution to the problems with a private supply are not put in place within a specified timeframe, which will be set by the regulatory agency. One of the ways of meeting this obligation will obviously be for the local authority to assume responsibility for the scheme.
16. The extension of local authority responsibilities to include private suppliers will be a sizeable issue for Southland District given the number and scale of the private schemes that we currently know about. There will be a level of additional cost for local authorities in providing these new functions. At this stage no decisions have been made about how these will be funded but it can be expected that there will be a mixture of user fees and rates input required.
17. The functions of the new water regulatory agency will include:
- sector leadership
 - setting standards
 - compliance, monitoring and enforcement
 - capability building, accreditation and licencing
 - advice and education
 - reporting on the performance of the sector.
18. Work is also continuing on looking at the issues and options relating to organisational form, and in particular the question of whether there is a need for some form of amalgamation of three water suppliers across the local government sector. This issue was originally raised in the Havelock North Drinking Water Inquiry recommendation but has also been given 'oxygen' by various government ministers.
19. A paper on the options and a recommended pathway forward is due to be taken to cabinet in December 2019. As part of this process consideration is also being given to the question as to whether there is a case for some form of central government funding assistance to encourage change in this area. At this stage the view is that government are likely to adopt an evolutionary approach with a focus being placed initially on the use of the regulatory approach to ensure the required standards are met. There is also a possibility of an incentives regime being put in place to encourage change.
20. Staff will provide fuller briefings on the implications of the above announcements as we have the opportunity to work through and assess the implications for Southland and the sector as a whole. Council will also need to look at how it provides for the implementation of the new regime and the costs that will be associated with implementing the change as part of the 2020/21 Annual Plan and 2021 Long Term Plan process.

Freshwater Reforms

21. In early September 2019 the government released the latest part of their Essential Freshwater package for consultation (<https://www.mfe.govt.nz/consultation/action-for-healthy-waterways>). The proposal seeks to stop further degradation and reverse past damage of New Zealand's

freshwater resources, and has potential implications for all of those who use or manage freshwater.

22. The package includes three proposed management documents – a replacement National Policy Statement for Freshwater (NPS), proposed National Environmental Standards for Freshwater (NES) and draft Regulations for stock exclusion from waterways. As part of the package changes are also being proposed to the current drinking water NES and a new wastewater NES is also proposed. The latter will likely set minimum discharge standards that will need to be applied by regional councils through resource consent processes.
23. The draft of the replacement freshwater NPS, places a focus on Te Mana o te Wai (the integrated and holistic well-being of the water), and an over-arching objective to manage resources within a hierarchy of priorities: first, the health and well-being of waterbodies and freshwater ecosystems; second, the essential needs of people; and third, other consumption and use.
24. A copy of the Te Mana o te Wai document is available on the Ministry for the Environment website (www.mfe.govt.nz/sites/default/files/media/Fresh%20water/kahui-wai-maori-report.pdf).
25. Key components of the NPS include:
 - retention of the National Objectives Framework, with the introduction of new attributes for management, including nitrogen, phosphorus, sediment, and fish and macroinvertebrate numbers. Regional councils will now be required to prepare action plans to address deterioration or failure to achieve environmental outcomes for specified attributes.
 - a range of specific requirements imposing requirements on regional councils to prevent loss of wetlands and streams, provide for fish passage (including a work programme for remediation of existing structures), manage primary contact sites (particularly for swimming in summer), operate freshwater accounting systems, and undertake assessment and reporting.
 - exemptions from some management requirements for listed major hydro-electric schemes, to support renewable energy targets.
26. In August 2019 the Waitangi Tribunal released its stage 2 report on Wai 2358, the National Freshwater and Geothermal Resources claim. Recommendations within the report that are of direct relevance to freshwater management and the 3 waters review include:
 - Te Mana o Te Wai should be recognised as a matter of national importance in section 6 of the Resource Management Act and it should also be provided for in the Freshwater NPS
 - Maori should be able to participate in all levels of the decision-making relating to freshwater management
 - The establishment of a Water Commission as an independent national co-governance arrangement to have input to the management of freshwater
 - The Crown develop measures to encourage and assist local authorities to dispose of wastewater to land, rather than water, wherever feasible.

27. While the Waitangi Tribunal recommendations are matters for the government to consider they do represent an important part of the context within which government decisions will be made and emphasise the importance of Council continuing to work closely with iwi at the local level.

Highly Productive Land NPS

28. In mid-August the Government released a discussion document on a proposed Highly Productive Land National Policy Statement (NPS-HPL).
29. The overall purpose of the NPS-HPL is to improve the management of highly productive land, and ensure that there are appropriate planning processes for managing changes to land use, subdivision/fragmentation and urban expansion. The NPS-HPL proposes three objectives:
- Objective 1: Recognising the benefits of highly productive land;
 - Objective 2: Maintaining the availability of highly productive land; and
 - Objective 3: Protection from inappropriate subdivision, use and development.
30. The NPS-HPL will require local authorities to identify highly productive land through the Land Use Capability (LUC) system, which considers factors such as soil, erosion, and climate. Land would be categorised from Class 1 (high production) to Class 8 (low production) based on its versatility and ability to sustain productive uses. The proposed definition of 'highly productive land' includes Classes 1, 2, and 3; this covers 14% of the land in New Zealand, however, the NPS-HPL is also designed to enable local authorities to recognise highly productive properties in Classes 4-8 land in light of other features, such as land size or water availability.

Urban Development NPS

31. The government have recently released a discussion document on a proposed Urban Development National Policy Statement (NPS), which would replace the existing NPS on urban development capacity which is seen as being too narrow in its focus.
32. A copy of the discussion document is available at <https://www.beehive.govt.nz/sites/default/files/2019-08/planning-successful-cities-discussion-document-proposed-nps-on-urban-dev>
33. Local authorities are required to give effect to the content of an NPS and hence it carries significant weight from an RMA planning perspective.
34. The proposed NPS would direct councils – particularly in the six high growth centres of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown – to free up their planning rules to support the development of high and medium density urban development to allow for the growth pressures affecting these areas and avoid the pitfalls that can come with 'urban sprawl'.
35. The NPS-UD contains objectives and policies in four key areas:
- i. future development strategy – requires councils to carry out long-term planning to accommodate growth and ensure well-functioning cities.

- ii. making room for growth in RMA plans – requires councils to allow for growth ‘up’ and ‘out’ in a way that contributes to a quality urban environment, and to ensure their rules do not unnecessarily constrain growth.
- iii. evidence for good decision-making – requires councils to develop, monitor and maintain an evidence base about demand, supply and prices for housing and land, to inform their planning decisions.
- iv. processes for engaging on planning – ensures council planning is aligned and coordinated across urban areas, and issues of concern to iwi and hapū are taken into account.

Climate Change

- 36. In late October the environment select committee reported back to parliament on the Zero Carbon Bill.
- 37. The bill provides for the setting of new greenhouse gas reduction targets including the setting of emission budgets every 5 years that would act as stepping stones towards the 2050 target of achieving between a 24 and 47% reduction in 2017 emissions levels, establish a range of measures to help New Zealand adapt to climate change and also provide for the establishment of a new Climate Change Commission.
- 38. In late August LGNZ released a publication, *“Exposed: Climate change and infrastructure – guidance for councils”*, that provides guidance on how local authorities can assess the exposure of their infrastructure to sea level rise, coastal inundation and inland flooding.
- 39. A copy of the publication is available on the LGNZ website (www.lgnz.co.nz/assets/Uploads/6ed34721bd/LGNZ-2019-CC-guidance-document-FULL.pdf).

Community Wellbeing

- 40. The government have recently put the four well-beings back into the Local Government Act 2002.
- 41. Following on from this change, cabinet have recently approved a programme for central government to work with the local government sector to explore ways in which the two tiers of government can work together to better support an increased focus on community well-being.
- 42. The work to be progressed will focus on what the government sees as being three key barriers that would benefit from a stronger well-beings focus in the local governance space. These are:
 - a lack of alignment between central and local government in relation to service delivery
 - a lack of specific prioritisation and use of well-being data to drive the design of service delivery and measurement of the outcomes being achieved
 - a lack of effective community participation and relationships with Maori in decision-making processes and the design of service delivery initiatives.
- 43. Staff will continue to monitor the outputs from this work programme and report back as appropriate.

Heritage

44. A joint Invercargill City; Gore District and Southland District Council workshop was held in May to brief councillors on the issues that currently exist in relation to the governance and redevelopment of the Southland Museum and Art Gallery (SMAG) and the development of the heritage activity more generally across the Southland region. In recent years there has also been a good level of informal discussion about a proposal that some form of regional heritage storage facility might be developed.
45. As a follow on from this workshop it had been proposed that a regional heritage and arts strategy should be developed to guide the future development of the heritage activity across the region including SMAG. Any regional strategy would logically be used by the Southland Regional Heritage Committee to guide its decisions in regard to the funding and development of the heritage activity across the region.
46. At its August meeting Council considered a report outlining a proposal put forward by the Invercargill City Council that the governance and management of SMAG be transferred from the SMAG Trust to ICC. This proposal was based upon issues raised in a report prepared for ICC by Gryphon consulting. Staff have been asked to investigate the implications of this proposal and will be reporting back to Council in due course.

Local Government Funding Inquiry

47. In 2018 Government asked the Productivity Commission to undertake a Local Government Funding and Financing inquiry.
48. The terms of reference asked the Productivity Commission to identify whether the existing funding and financing arrangements are suitable for enabling local authorities to meet current and future cost pressures. The commission released a draft report in July 2019.
49. A copy is available on their website (www.productivity.govt.nz/inquiry-content/3819?stage=3).
50. The draft report suggests that the current funding and financing framework measures up well against the principles of a good system in that it is simple and economically efficient compared to alternatives. It also notes that changing to an alternative system would be disruptive and costly.
51. The commission notes that there is significant scope for councils to make better use of the existing funding tools and that it is fundamentally sound and provides a good foundation upon which to build new tools. This finding is of relevance to this Council as we start to review the revenue and financing policy and current rating structures as part of the 2021 LTP.
52. The draft report did suggest that new funding tools are needed in the following areas:
 - supplying infrastructure to support rapid urban growth
 - adapting to climate change
 - coping with the growth of tourism
 - managing new functions/responsibilities that are placed on local government by central government.

53. The report also notes that there is significant scope for councils to improve their organisational performance, productivity and decision making. It suggests that changes are needed to strengthen governance and increase the transparency of reporting on individual council performance. In these areas it recommends legislative change to make it mandatory for local authorities to have an Audit and Risk committee that has at least two independent members, one of whom is the chair. This is seen as strengthening governance capability across the sector and trying to remove some of the variability which currently exists. It also recommends a review of the current performance measurement frameworks used and the greater use of benchmarking tools to create greater awareness of performance levels.
54. The commission is due to release its final report by 30 November 2019. The commission's recommendations will then be considered by central government who will make the final decisions about which, if any of the recommendations are implemented.

People and Capability

55. Health, safety and wellness continues to be a focus within Council. Implementation of a health, safety and wellbeing system is well on its way and the go live date is expected at the end of 2019.
56. The majority of our contractors have been reviewed and have gone through the new process of gaining approved contractor status.
57. Recruitment is a focus for the team with a number of vacancies occurring including building officers, information management project manager and the commercial infrastructure manager.
58. Our new group manager environmental services has been appointed, her name is Fran Mikulicic and she is currently the general manager regulatory, planning and policy at the Kaipara District Council and has also previously filled similar roles at the Far North and former Rodney District councils.
59. There is continuation of our organisational development programme that will improve collaboration, partnerships and behaviour at an individual, leadership and team level with the overall goal to enhance the organisational climate and progress a collectively powerful organisation.

Customer Delivery

60. October was a busy month across the customer delivery team as we supported the introduction of the CCC project team.

Customer Support

61. The team have been focused on training four new members of the team, after staff have been successfully recruited internally to different roles within Council. This month our door counters have encountered an error so we are unable to provide that data.

	OCTOBER 2019
Total number of calls to 0800 732 732	4605
Abandonment rate	2%

Request for service received	588
Top three requests types	Building inspection requests, change of address, roading
Payments processed by Council	7092
Cash	1.7%
Cheques	6.3%
Direct Credit	59%
Direct Debit	23.3%
Eftpos	9.7%

Libraries

62. The Winton library, temporarily based in the Winton RSA building, has increased the number of installed shelving units. This will allow instant access to a larger part of our collection. The remainder of our collections are still available by asking a staff member to request it from another of our branches or via our online catalogue system.
63. Some of our library team members were fortunate to attend the bi-annual LIANZA conference in Manukau. This year's theme was "Our families, our communities, our libraries" and by accounts had some amazing keynote speakers like Dr Selina Tusitala Marsh (New Zealand Poet Laureate) and Dr Monique Faleafa (CEO of Le Va) and excellent workshops presented by other national library services. Our staff arrived back brimming with ideas to help improve our libraries connections with our communities.
64. At the beginning of October our library staff held school holiday programming across the District. Kereru Kraft was the programme this holiday; where kids that attended were able to make their very own Kereru out of a variety of materials.
65. We have continued to offer the range of programmes for library patrons but would love to hear from people not using the library about how we can meet their needs. Please feel free to contact our district library manager, Mark Fraser via email on mark.fraser@southlanddc.govt.nz or via 0800 732 732.

66. The table below shows the number of individuals checking out items from a branch library each month.

LIBRARY NAME	AUGUST
Book Bus	369
Lumsden	79
Otautau	98
Riverton	208
Stewart Island	63
Te Anau	431
Winton	430
Wyndham	60

67. We currently have 5,129 active library users across the District.
68. Our Library service has new books each month, these can be viewed online through our catalogue on <https://www.southlanddc.govt.nz/my-southland/libraries/>.

Knowledge Management

69. In September 18 LIMs were issued and 125 property files were provided to customers. In October 33 LIMs were issued and 151 property files were provided to customers. The increase in number of LIMs and property file requests reflects the increased activity expected at this time of year.
70. Staff continue to be busy with training, classification reviews, LIM templates and Pathway/Records Manager integration.

Business Solutions

71. The team continues to bring the new servers into our existing environment which improves the stability, redundancy and storage within our infrastructure.
72. The new network environment for the tower side of the building is complete and operational. All cabling has been completed and the switches successfully commissioned. The next step is to replace the network switches in the server room which are used by the rest of the building.
73. We have started the planning process for migrating our Pathway servers from Invercargill City Council to our Council. This work will be undertaken once the server infrastructure is stabilised.
74. Work on the eProcessing project for building solutions continues in earnest and is on track. This is in conjunction with the support being provided to the Pathway – RM8 integration project.
75. An opportunity, identified by the finance team to provide a self-service portal for solicitors needing rating information is underway. This is in conjunction with Environment Southland as they have one in place.

Community and Futures

Governance and Democracy

Elections

76. The triennial elections were held on Saturday 12 October 2019 and progress results declared mid-Saturday. The final result was declared on Monday 21 October. Elections were held in every ward for the first time since 1989. The final return was 47.37% or 9447 votes received out of a total eligible voting population of 19944 electors. This was the highest voter return since prior to 2010 and higher than the national average.
77. As there were not sufficient candidates for all the community boards there will be four by-elections for eight positions. These are Oraka-Aparima (three positions available) Waihopai Toetoe (two positions available) Oreti Community Board (Makarewa subdivision – two positions) and Ardlussa Community Board (one position).
78. Nominations open on Monday the 25th of November and close on Monday 23 December 2019 at 12 noon. If there are more nominations than vacancies then elections will be held. Voting documents will go out in late January and voting will close on Tuesday 18 February 2020 at 12 noon.

Governance and Procedural reports

79. At the inaugural Council meeting held on Friday 1 November, Council adopted a number of reports that saw it establish a new governance structure that reflects the needs of the business and the ward and community board structure. Council confirmed the appointment of the Deputy Mayor – Councillor Ebel Kremer and in addition made appointments to community boards, committees, subcommittees, joint committees, council controlled organisations and council organisations.
80. Council also adopted a new delegations manual for the 2019 – 2022 governance structure, a new set of Standing Orders, a meeting schedule for the remainder of 2019 and 2020 and a new code of conduct. There will also be reports on the agendas of the community boards for these matters.

Community Leadership

Stewart Island Rakiura Future Opportunities project

81. An overwhelming response was received for the Southland leadership academy program on the Island with 26 applicants for 14 places available. It was agreed that Commerce South would add two additional places due to demand. Community Trust South provided \$6,000 in funding for the program with the balance coming from the MBIE future opportunities project funding.
82. The first four sessions have been delivered: what is leadership anyway? (Dean Addie), asset-based community development (Robyn Hickman), the power of collaboration (Penny Simmonds) and understanding government-national, regional and local (Clare Hadley).
83. Feedback from the sessions to date has been very positive and connections have been made with some of the facilitators who are interested in working with the community going forward. In particular, Penny Simmonds from the Southland Institute of Technology has suggested several

initiatives that will be of benefit to the Island. The first initiative, of holding a health day on the Island with nursing students, is now in the planning stages. A steering group has been formed (with additional community members to be added) to look at how the community will deliver the strategic plan when it is completed.

84. The steering group have indicated they would like to see a project manager appointed to oversee the delivery of the strategic plan when it is completed. Discussion is underway with Community Trust South and the Department of Internal Affairs about funding options.

Cruise Meeting

85. The Cruise Association held a community meeting on Stewart Island/Rakiura in preparation for the upcoming cruise season. Presentations were made by Great South, Stewart Island Promotions ISS McKay, Abercrombie & Kent and ID Tours.
86. Council was asked to give an update on the jetties project at Ulva and Golden Bay, and the Stewart Island/Rakiura levy (funding and allocation). Council took the opportunity to offer appreciation and thanks to Real Journeys, Southern Air and ISS McKay (on behalf of the cruise industry) for being approved operators that collect the levy and remit to Council. There are 27 cruise ships scheduled this season to call at Stewart Island/Rakiura.

Reserve Bank of New Zealand - Future of Cash

87. The Reserve Bank of New Zealand is currently undertaking consultation on the “future of cash” project to inform upcoming decisions on the appropriate future role of cash in the face of declining usage.
88. The community leadership team have been working with the Reserve Bank to ensure the voices of Southland’s communities are heard particularly those that are rural, remote, have poor internet access, and high visitor numbers. In addition to surveys, two consultation events have been arranged in Invercargill (14 and 15 November) and Te Anau (15 November).

Welcoming Communities

89. Welcoming Communities is a local government-led programme facilitated by Immigration NZ. It was developed in recognition that communities who make newcomers feel welcome are more likely to enjoy better social outcomes and stronger economic growth.
90. An internal working group of staff is in the process of being formed who will be collaborative advocates of the welcoming communities programme. This group will work together to deliver welcoming communities principles within Council with the vision of branching further afield into the Southland District. Regular attendance at the Southland Murihiku Welcoming Communities Advisory Group by staff and Councillor Keast continues.

Hump Ridge Track Great Walk Stakeholder Meeting

91. There have been casual discussions around Tuatapere about making sure the town is ready for the influx of visitors when the Hump Ridge Track becomes a great walk in 2022. In response to this, the community leadership team are facilitating a gathering of key stakeholders including Southland District Council staff, Department of Conservation, Tuatapere Te Waewae Community Board, Hump Ridge Track Charitable Trust, and Tuatapere Promotions Inc.

92. The aim is to get an understanding of which agencies are already preparing for the great walk, what gaps need to be filled, how we can fill those gaps, and how each of us can work together to get alignment. This will cover aspects such as infrastructure, services, transport, hospitality and accommodation, the local community and its people. By working together we hope to be able to enhance planning and/or leverage funding and commercial interest better than if we were to work separately.

Community Board Plans Update

93. The community leadership team have recently completed eight workshops around the District facilitated by Rebecca McElrea as part of the engagement process for the development of community board plans.
94. The format of the evening included a brief overview and introduction from staff and the consultant, and then followed a workshop format where attendees were asked to identify the strengths of the area, the challenges, weaknesses and opportunities for the area (and how to achieve them). Attendees were then asked to prioritise the feedback after each question and spend some time working together to come up with a vision statement for the area.
95. Attendees were also asked to think about the Southland District as a whole and identify what the biggest challenges are for Southland over the next 10, 20 and 30 years and also why they choose to live in Southland.
96. Feedback from the workshops was very positive overall with attendees looking forward to seeing the plans being developed and actively asking about timeframes for delivery and implementation. Alongside the workshops the community leadership team are also running two online surveys. One of the surveys is specifically aimed at youth with the questions having been developed by Council's Youth Council. The questions relate to issues around climate change, discrimination and inclusion, the delivery of mental health services, what they like about living in their community and what would make it a better place for young people to live.
97. The community leadership team will also be undertaking further engagement with the business and farming sectors over the next few weeks. Summary documents prepared by Rebecca McElrea, the consultant engaged to deliver the workshops will be provided to workshop attendees shortly. These documents include an overview of the feedback received including a draft vision and outcomes.
98. Next steps include developing the content of the plans with the nine new community boards with the aim of having them completed by approximately April 2020 in time to tie in with the development of the 2021-2031 Long Term Plan.

Local Community Initiatives

SDC Holiday Programme

99. The SDC holiday programme held in January each year has been delivered by Venture Southland for a number of years. Following the recent change of Venture Southland to its new entity Great South, it is no longer a priority activity for them to deliver a holiday programme. A request for proposal for a different organisation to deliver this programme for SDC was sent out in

August. Council staff are currently negotiating with a provider for the delivery of this programme in January 2020.

Bath Road Beautification Project – Riverton

100. Council staff have assisted with the collation and analysis of public submission ideas for a beautification project on Bath Road in Riverton. They have also assisted with the formation of a working group of locals to drive the project, and are currently putting together a report for the Oraka Aparima Community Board to approve the intended scope for the project.

Otautau Golf Club

101. Council staff are assisting the Otautau Golf Club with funding advice for improvements at their clubhouse, including repainting the exterior. Staff have assisted with a funding application to the SDC Community Initiatives Fund and will assist with applications to other community funders where required.

Otautau Museum

102. Council staff have provided funding advice to the Otautau museum for planned project work to their building and also for future displays they would like to implement.

Drummond Rugby Club

103. Council staff have provided funding advice to the Drummond Rugby Club for planned project work to their clubhouse and will assist them to process any funding applications if required.

Roslyn Bush Playcentre – Cycle Park/Pump Track

104. The Roslyn Bush Playcentre group are in the early stages of planning for the development of a cycle park and mini pump track within their playcentre grounds. It is envisaged that the cycle park will be used by the children at the playcentre as well as available for public use. This project seeks to improve the confidence of young children on their bikes as well as provide a great asset for the wider community to use.

Wyndham and Districts Historical Society

105. Ongoing support is being provided to the Wyndham and Districts Historical Society with planning for their future redevelopment/relocation of the museum and its collection.

Wyndham/Edendale Proposed Local Skate/Cycle Park

106. Research is currently being undertaken to review design options for a proposed skate park/pump track. Other skate parks and pump tracks around the District and other parts of New Zealand are being looked at to provide inspiration for the design. Costings where relevant are also being factored into this research. Support is also being provided with regard to fundraising and funding opportunities and consent requirements.

Tokanui Bowling Club

107. The Tokanui Bowling Club have secured all of the required funding for the installation of an irrigation system for the bowling club. Council staff are working alongside the club with the uplifting and associated accountability for funding.

Oreti Plains Hall

108. Council staff are working alongside the Oreti Hall Committee with funding options for various upgrades to their hall. Upgrades consist of the floor getting a new coat of polyurethane and painting of the interior of the hall.

Strategy and Policy

Policy and Bylaw Updates

109. There are a number of Council bylaws and policies currently being reviewed and updated, and a number of bylaws due for review in the next 12 months.
110. The team is currently nearing the end of formal consultation process on the speed limits bylaw. Council will be presented with submissions and hearings for the Draft Speed Limits Bylaw in December 2019, with deliberation and adoption scheduled for early 2020.
111. Work has begun reviewing 'The Keeping of Animals, Poultry and Bees Bylaw', with Council staff from both strategy and policy and environmental health teams chatting to people around the District seeking preliminary feedback around what people think is important for Council to consider in the bylaw. To contribute to the pre-consultation on this, please have your say at Council's pre-engagement platform www.makeitstick.co.nz. Next steps are to seek feedback from the community boards, and then develop a draft bylaw to be presented to a committee of Council, with formal consultation anticipated early in 2020.
112. Staff have been involved in the review of the combined Local Alcohol Policy (LAP), in collaboration with Invercargill City Council. Consultation has closed and a joint committee of the two councils formally considered the feedback received and adopted a provisional LAP in September 2019. The provisional LAP will be publically notified and open to appeal from 4 November to 6 December. The LAP will be adopted on 6 December 2019 if no appeals are lodged. The LAP will come back to Council early in the New Year to make operational.
113. Work to investigate a jetties user pay system for the commercial use of jetties on Stewart Island/Rakiura is continuing. Staff have received feedback on potential charging options from the Jetties Subcommittee (from the 2016-19 triennium) and is seeking feedback from the Stewart Island/Rakiura Community Board on 11 November 2019. Staff will then progress to having discussions with external stakeholders early in 2020.
114. In relation to Council strategies, staff have undertaken a stocktake on the strategies that have been adopted by Council, and also the strategies in place for the southern region. Team members are currently investigating whether further Council strategies are required, and the structure and type of strategies that might be appropriate.

Community Futures Research and Analysis Work Programme

115. Work continues with the research and analysis work programme needed to development of the Long Term Plan 2031. This work will assist in leading the development of Council's overall approach to the management of change and preparation for what the future might hold for the District and its communities. It will also help identify priorities for investing in community future planning. This programme of work has included socio-demographics, climate change, levels of

service, rating affordability, land and water plan implications, community assistance and funding, and technological change.

116. This work programme ensures that projects needed to help inform future planning and decision making are undertaken in a logical and sequential manner, and that the project managers are aware of other pieces of work being undertaken alongside their own. It is important that Council understand the potential impacts that mega trends and technological change may have on communities, industries, work patterns, land use and lifestyle choices.
117. The research and analysis work programme will evolve into developing a programme of work to consider the District's strategy deficit which will begin to inform this next stage for Council research and analysis over the next one to five years.

Risk Management Framework

118. Council continues to identify the need to invest in and develop its risk management processes. The objective of the risk management framework is to create a framework to effectively understand, plan for, and mitigate risk across all levels and activities within the organisation that can provide assurance to Council, the Southland District community and stakeholders that critical risks are identified and managed effectively.
119. Since February 2019, work has been underway to transition from the current risk update approach to implementing a new risk management framework. Staff held a workshop in July 2019 to discuss in detail a collective approach to identify and manage Council's strategic risks prior to the new risk management reporting approach being presented to the previous Finance and Audit Committee and Council.
120. Both the previous committee and Council indicated their approval of the new risk management process and a review is underway for the next quarter, and will be presented to Council at its December 2019 meeting.

Corporate Performance Framework

121. The corporate performance framework aligns Council's high level direction to its activities and outcomes, and its purpose is to streamline Council planning and reporting functions. As part of the corporate performance framework, Council will deliver on its legislative requirements – including the Long Term Plan, Annual Plan, Annual Report and activity management plans. Council produces an interim performance report, undertaken three times a year – for the four month periods of July-October, November-February and March-June, with the third being produced to inform the Annual Report. The first report of the 2019/2020 financial year is currently being produced and should be presented to Council at its December 2019 meeting.

Annual Plan 2020/2021

122. The Local Government Act 2002 requires Council to prepare and adopt an Annual Plan in the second and third years between the development of the Long Term Plan. The purpose of the Annual Plan is to consider and approve any variations to the Long Term Plan for that financial year. Once finalised, the direction given for 2020/2021 will be used to set rates for the year beginning 1 July 2020 and deliver any additional projects or initiatives identified. Staff are currently workshopping the Annual Plan 2020/2021 with the new community boards and receiving direction prior to the first meetings in November. At the first meeting of the

community boards, a direction-setting report will be presented and boards will be able to recommend the fees and charges, rates, projects and other initiatives to Council for approval.

Annual Report 2018/2019

123. The Annual Report has been approved by Council and Audit, and has been made publically available. The summary document has also been made publically available. The management letter from audit is currently being responded to by staff, and management, comments will be presented to Council at its December 2019 meeting.

Long Term Plan 2021 - 2031

124. A workshop has been set up to discuss the proposed management of activities with Council on the 16 and 17 December 2019 and this will provide the necessary guidance for the activity managers to continue drafting the activity management plans from January to June 2020. Staff will conduct a strategic workshop with the new triennium Council on 8 November 2019 to bring them up to date with previous guidance received on the Long Term Plan 2021-2031.
125. A report on the proposed significant forecasting assumptions will also be reported to the new-triennium Council. The draft financial and infrastructure strategies are currently underway, and are expected to be completed and ready for Council approval by early 2020.

Environmental Services

Animal Control

126. The team is completing the annual exercise of following up with dog owners that have not re-registered their dogs. This is laborious with several hundred owners being contacted and going through an escalation process.
127. In the background the team is focussing on making further efficiency improvements to the dog registration process, in particular introducing an online system for registering new dogs. Currently only existing dogs can be re-registered online.

Environmental Health

128. Council's business solutions team is progressing the possible purchase of software that will enable food verifications to be conducted on an iPad or similar. This will result in a number of efficiencies that will cut down staff time during this activity. The next step may be a visit to Dunedin City Council, who have been using this software for some time.
129. The freedom camping season has arrived, and arrangements have been made to continue shared patrol services with DoC in Te Anau and the Catlins (the latter involving Clutha District Council as well). Local patrol services are being explored in Lumsden, along with an interesting project that Geozone is coordinating – a camera that may be located on the water tower, feeding live information to users of Campermate, prior to their arrival there.

Resource Management

130. The resource management team is tasked with delivering the territorial authority's responsibilities under the Resource Management Act. Every Council is required to develop and implement a

District Plan which contains objectives, policies and rules managing the resources of our District. The Operative District Plan 2018 is pitched at a level which seeks to enable sustainable growth and development while ensuring that environmental bottom lines are maintained. It contains rules which required certain activities to apply for resource consents prior to occurring and on average Council issues 300 resource consents annually.

131. Council's resource management team publicly notified the Council initiated plan change for Dark Skies for Rakiura in September, and a total of seven submissions were received.
132. The plan change is out for further submissions which will close on 11 November. The change to the District Plan has been sought to create rules around future artificial lighting on the Island in order to maintain the existing high quality of the night sky. It is expected that a hearing on the proposed changes will be held in early 2020.
133. Ongoing work is occurring on the regional work streams for Climate Change, Biodiversity, Landscapes and Natural Character. The Climate Change report was presented to Council on 22 May, and wider communication of climate change was endorsed.
134. Joint work on the next phases of climate change is currently being scoped. Internal climate change work has commenced to inform the initial phase of the next LTP process.
135. Work on the biodiversity, landscapes and natural character projects is ongoing and they are likely to be released in 2020.
136. Council is part of the Territorial Authority (TA) reference group providing feedback to the Ministry of the Environment on the proposed National Policy Statement on Indigenous Biodiversity and the proposed New Zealand Biodiversity Strategy which are both proposed to be finalised in early 2020.
137. Consultation on both of these work streams is anticipated to occur between September and November 2019.
138. Resource consent data for the previous few months:
 - June – 25 applications received, 18 decisions issued.
 - July – 24 applications received, 31 decisions issued.
 - August – 44 applications received, 32 decisions issued.
 - September - 27 applications received, 29 decisions issued.
 - October - 35 applications received, 33 decisions issued.
139. On average 25 resource consents have been issued per month this year.

Building Solutions

140. During October, the building solutions team achieved the below compliance/alignment to timeframes:
 - 95% of the 97 building consents were issued on time (≤ 20 days)
 - 98.4% of the 60 code compliance certificates issued in October were issued on time (≤ 20 days)

- 69.7% of the 76 further information items were processed on time (≤ 5 days)
141. During October, customers achieved the below compliance/alignment to Council requirements:
- 93.5% of the applications received were complete and correct
 - 80.75% of the inspections completed showed work that complies with the consented plans.
142. After three months socialising the message “Council will take a tougher stance on refusing incomplete applications for Building Consents and Code Compliance Certificates” which is a requirement of our last IANZ audit, the team have begun implementing building consent returns with one building consent returned in October.
143. The feedback from the building community regarding this message is one of support as this approach makes the process more equal for all.
144. The code compliance project team are navigating the historical work that is required to address the outstanding code compliance certificates. Overall staff have received a positive response from the community with number of consents which had become ‘static’ now progressing towards the issuing of their code compliance certificate.

Services and Assets

Group Manager Update

145. Recent months have been consumed with works programme delivery and preparation for the update of the Infrastructure Strategy. This has involved each activity manager identifying strategic issues and working through the options and impacts associated with each.
146. Internally an assessment of the water and waste resourcing and structure has been underway in order to ensure Council is well placed to address the evolving and increasingly complex nature of this function. This review is planned to be completed by the end of this calendar year.
147. As we progress into the new triennium the services and assets group and the wider organisation is continuing to focus on ways in which it is better able to connect and engage with its communities. With the increased focus on the asset management function and increasing service levels and renewal activity the importance of community relations is recognised as critical.
148. The focus for the coming months remains delivery as we focus on construction activities through the productive summer months. Early in the New Year the team will be ramping up the activity management planning efforts in a bid to set ourselves up for success over the coming LTP 2021-2031.

Stewart Island Electrical Supply Authority (SIESA)

149. SIESA has been working closely with PowerNet in recent weeks in order to better understand asset condition and replacement values in a bid to develop a robust works programme for the upcoming LTP 2021-2031.
150. With the expiry of the existing maintenance and operations contract due for mid-2020, discussions with the community board will ramp up in the New Year regarding the structure and framework adopted through the contract moving forward from this point. The current contract

price coupled with the other operational costs and capital costs are considered to be unsustainable without additional funding or revenue.

151. Given the above, the upcoming contract renewal process provides an opportunity to address this.

Forestry (IFS)

152. Harvesting is continuing on track with increased volumes being directed to healthy local markets due to volatile export markets in some grades. This redirection of product coupled with better than expected harvested tonnage per hectare should enable the forestry business unit to achieve budget.

Around the Mountains Cycle Trail

153. The website is now up and running with the Official Partnership Programme seeing 30 businesses advertising with the Around the Mountain Cycle Trail. The installation of the interpretation infrastructure is currently underway and the final sections of the trail to be reviewed in the coming weeks. This will see the installation of water tanks, bike stands, picnic tables along with fencing and planting of flaxes.

Te Anau Manapouri Airport

154. Part 139 Certification has now been granted. This ensures that all scheduled charters are able to continue unimpeded. This process was a significant milestone for the airport and signifies a lot of work by operational staff in order to achieve re-certification. Focus has now shifted to the ongoing maintenance and capital works required in order to maintain this certification.
155. Further work will be commencing in the New Year regarding the strategic direction and longer term aspirations for this facility. This process will need to incorporate community input alongside community board and Council decision-making.

Strategic Water and Waste

Te Anau Wastewater Discharge Project

156. Following Council resolutions from the 23 October 2018 meeting, when it was resolved to proceed with a sub-surface drip irrigation (SDI) as disposal route, staff have been progressing work on a number of fronts including development of resource consents for the sub-surface drip irrigation field, as well as advancing towards a detailed design.
157. The contract for the pipeline element has now been awarded to Fulton Hogan with physical work underway in late August/early September.
158. Further work is ongoing on a number of fronts related to the overall project including lodging of the SDI consent application with Environment Southland which is currently being processed on a non-notified basis. Draft conditions have been issued and are close to being finalised.
159. Work is now well underway with construction of the pipeline from Te Anau to the Kepler block. As at the time of writing approximately 15% of the pipeline had been constructed. The tender for procurement of the membrane filter and other works required at the Te Anau wastewater treatment plant closes on 8 November. Once the tenders are received they will proceed through a

tender evaluation process prior to a report on the awarding of a contract being brought through to Council in early December.

160. The tender period for the membrane plant, mechanical and electrical work in Te Anau and additional storage also ends on 8 November. It is anticipated that a recommending report will be presented to Council early December following the tender evaluation process.

Land and Water Plan Implementation

161. Environment Southland released their proposed Land and Water Plan last year.
162. In total 25 appeals were received by Environment Southland of which Council has identified 10, which it will join as a Section 274 party. Council has also lodged an appeal to the decision. The basis of Council's appeal, is largely around the 'non-complying' activity status on wastewater discharges to water. The latest direction issued from the Environment Court outlines a proposed path, where appeals to objectives will be heard ahead of mediation, by grouped topic on policies and rules. Evidence in support of the appeals have been filed with the Environment Court.
163. The first stage of the hearing around Objectives and Farming Policies commenced on 4 June with Council staff and experts presenting evidence on 11 June.
164. The first stage has now been completed and it is anticipated that the Court will release interim decisions on the evidence presented later this year prior to undertaking the second stage of the appeal which is not anticipated to commence until next year.
165. Further strengthening of environmental and water supply regulation is anticipated following release of cabinet papers on Three Waters Reforms and Ministry for the Environment (MfE) release of its approach to taking Action for Healthy Waterways, including a revised NES on source protection for water supplies and a proposed new NES on Wastewater Discharges. At this stage it is not fully understood if these amendments will have any implications for the plan process.

Review of Solid Waste Contract Arrangements

166. The WasteNet Southland Waste Management Group has rolled over the Bond Contract for waste collection on the same rates and terms and conditions. Further, WasteNet resolved to put out a tender for the provision of the recycling acceptance contract.
167. The Request for Proposal was issued in December, with a number of tenders having been evaluated and requests for clarifications issued. As of 7 May a preferred tender was identified.
168. At this stage a report recommending the awarding of the contract was presented to the Waste Advisory Group on 30 May and to individual councils on 4 and 5 June for final approval. Further negotiations and meetings are required following a split decision by the three councils at meetings on 4 and 5 June.
169. Terms of reference were developed for the next stage of mediation between the three WasteNet councils with an initial mediation session held in August.
170. Further recent developments are more closely related to the changing nature of the global recycling markets that have resulted in other Councils reviewing how they manage recycling operations. Currently, there is no market for low grade plastics and limited markets for fibre (paper/cardboard).

Property Services

171. Property administration functions including ownership decision, lease/licence administration and property disposal queries are actioned on a daily basis, which is business as usual given the number of properties and agreements Council has to manage. This includes the payment of rates which is quite a significant task for Southland District Council properties given that service charges have to be separated out and on charged, as well as charging the balance rates to the multitude of individual business units. The process has been undertaken for Southland District Council, with the Environment Southland rates to be processed.
172. Surveys for the coastal route, Clifden and Orawia land purchases as well as the Ringaringa Road deviation have been, or are nearing completion, to allow these projects to be finalised. The disposal of the Hokonui hall is still progressing, with both Menzies Ferry and Maitara Island working through the required steps.

Community Facilities

173. The community facilities team is focussed on deliver of projects and managing the maintenance contracts throughout the District. The late spring, summer and early autumn months are the busiest time for work that is managed by the team. Although with the poor weather this has started a bit later than normal this year.
174. The team has received some media attention, both negative and positive for some of the work we are doing around condition assessments of the assets that we manage. This work will enable the team to better inform our elected members about the works programme associated with the management of the assets within their respective geographic areas.
175. On a positive note, the new Colac Bay toilet won the best loo in New Zealand at the Keep New Zealand Beautiful Awards. This was a collective project undertaken by community facilities, the communications team and the project delivery team.
176. The new toilet at Clifden bridge is nearing completion with the local community being involved in the final landscaping of the site. This has been a great way to involve the community in a project that will provide them with a modern facility to cater for the increased demand at the site.
177. The team is currently working with suitable qualified professionals to gather condition information about all of the assets that we are responsible for. This information will support the generation of a works programme and enable us to provide our elected members with the appropriate information about the assets within their community board areas. This will enable them to have a better understanding of the commitment associated with the longer term asset management of the assets.
178. The other piece of work of note is the review of the current contracts that are in place for mowing, gardening and cleaning. We are working towards having new contracts out for tender in the New Year and in place for the start of the new financial year.

Project Delivery Team

- 179. The project delivery team have 36 live projects across the District and others in planning and due to start within the coming months. This equates to approximately \$26 million in capital works projects being undertaken by the team at present.
- 180. The team also have two new staff starting in November this will boost the team's capability and capacity with skills covering commercial and community buildings, roading and three waters projects.
- 181. The team has also started looking at the 20/21 LTP project list and what works can start being planned in advance of the New Year.

Strategic Transport

Road Safety

- 182. Road to Zero: A new Road Safety Strategy for New Zealand. The Government is currently working on a new road safety strategy and vision. The strategy will replace Safer Journeys, which concludes at the end of this year.
- 183. The new strategy and first plan of action plan was intended to be released by October but this has been pushed out but is still expected to be released before the end of the year.

District Wide Renewals Programme

- 184. There has been a slow start to the new construction season due to ongoing inclement weather.
- 185. The Brydone-Glencoe and Edendale-Wyndham Roads rehabilitation package awarded to The Roothing Company has seen some construction works start with flanking being done.
- 186. The Otapiri Gorge Road site has been awarded to SouthRoads and work is expected to commence at the start of November.
- 187. Minimal reseal work has been undertaken so far this construction season with Downer being forced to prioritise resource further north due to inconsistent weather conditions. One crew will remain in the wider southern region to pick off work where possible. When conditions do improve Downer will bring in additional resources to ensure the works programme is achieved.

Bridges

- 188. Two design build packages totalling up to 19 bridge replacements were put out to tender. The first tender has been evaluated and the second is in the process of being evaluated. A report will be presented to the next Council meeting providing the outcome of the tender evaluation along with the recommendation to award contracts.
- 189. Works have also commenced with the replacement of Mararoa Road bridge, McDonald Road bridge and Pyramid bridge. A further two bespoke bridge designs are also underway in preparation for tendering and construction.
- 190. In addition resource consent has been obtained to replace four bridges with large diameter culverts.

Recommendation

That the Council:

- a) Receives the report titled “Management Report” dated 6 November 2019.**

Attachments

There are no attachments for this report.

Final Confirmation of Road Stopping of McLean Road (Southern Dairy Hub)

Record No: R/19/9/21288
Author: Theresa Cavanagh, Property Advisor
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 To make the final resolution that the portion of McLean Road, Branzholme is stopped in order for it to be disposed of to the adjoining landowner, Southern Dairy Hub, as per a previous Council resolution.

Executive Summary

- 2 Council at its meeting on 13 December 2017 agreed to commence the road stopping procedure for an unformed portion of McLean Road.
- 3 Subsequently, the relevant procedures have been undertaken (survey definition and public notification) and the next step is for Council to publish a notice that the land is no longer road.

Recommendation

That the Council:

- a) **Receives the report titled “Final Confirmation of Road Stopping of McLean Road (Southern Dairy Hub)” dated 31 October 2019.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the Act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Resolves pursuant to Section 4 of the Tenth Schedule to the Local Government Act 1974 to publish a notice that Sections 1-3 SO Plan 527517 is stopped and shall thereafter cease to be road.**
- e) **Resolves that Sections 1-3 SO Plan 527517 be sold to the adjoining owners ‘Southern Dairy Hub’ and be amalgamated as follows:**
 - **Section 1 to be amalgamated with Lot 5 DP 501240**
 - **Section 2 to be amalgamated with Lot 2 DP 501240**
 - **Section 3 to be amalgamated with Lot 10 DP 376415**

Background

- 4 Council at its meeting on 13 December 2017, agreed to commence the road stopping procedure for the unformed portion of McLean Road in order to sell it to the Southern Dairy Hub, as it is physically incorporated within their farm.
- 5 Subsequently, the process required by Schedule 10 of the Local Government Act 1974 has been undertaken, which includes survey definition and seeking objections via public notification. No objections were received.
- 6 The next step is for Council to publish a notice that the land is no longer road.

Issues

- 7 No issues have been identified in undertaking the process. However, an easement is required to be created in favour of the Invercargill City Council for its existing water main on the north/south portion of the road.

Factors to Consider

Legal and Statutory Requirements

- 8 All actions have been undertaken following the steps as set out in the Local Government Act 1974.

Community Views

- 9 The process required public notification of the proposal. This has been undertaken and no objections were received.

Costs and Funding

- 10 Southern Dairy Hub accepted the land valuation of \$160,000 plus GST from a registered valuer that was engaged by Council.
- 11 Council, at its meeting on 13 December 2017 resolved that upon settlement of the Sales and Purchase Agreement, the \$160,000 plus GST will be granted back to the Southern Dairy Hub as Council's contribution to the establishment of a Dairy Hub in the Southland District.
- 12 The Southern Dairy Hub will pay for all costs associated with the road stopping.
- 13 Further, a condition in the Sales and Purchase Agreement states that should the property be sold within ten years of the transfer of the stopped road, that the amount of the Council grant (less costs of road stopping) be repaid to Council by the Southern Dairy Hub.

Policy Implications

- 14 None identified.

Analysis

Options Considered

- 15 Pass the resolution to stop the road and sell it to Southern Dairy Hub, or not.

Analysis of Options

Option 1 – Pass the resolution

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">Allows process to be completed.	<ul style="list-style-type: none">None identified.

Option 2 – Do not pass the resolution

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">None identified.	<ul style="list-style-type: none">Council agreed to undertake the road stopping process with Southern Dairy Hub, with the outcome dependent upon public notification. Given there have been no objections, Council would be failing to honour the undertaking.

Assessment of Significance

- 16 Not considered significant.

Recommended Option

- 17 Option 1 – Pass the resolution.

Next Steps

- 18 Publish the notice to stop the road, obtain the title, register the easement in favour of Invercargill City Council, and complete the sale process.

Attachments

- A Map of Proposed Road Stopping - McLean Road [↓](#)
- B Plan and Schedules for McLean Rd Road Stopping [↓](#)
- C Report to Council - 13 December 2017 [↓](#)





Area Schedule - SO 527517

Road to be stopped			
Shown	Adjoining	Title Ref	Area
Section 1 SO 527517	Lot 5 DP 501240	CFR 748451	2.6351 Ha
Section 2 SO 527517	Lot 2 DP 501240	CFR 748449	0.4781 Ha
Section 3 SO 527517	Lot 10 DP 376415	CFR 307310	1.0062 Ha

SO 527517

Schedule of Easement in Gross			
Purpose	Shown	Servient Tenement	Grantee
Right to Convey Water and Maintain Pipeline	A	Section 1 SO 527517	Invercargill City Council
	B	Section 2 SO 527517	

Council
13 December 2017



Proposed road stopping of part Mclean Road at Branxholme

Record No: R/17/11/27967
Author: Kevin McNaught, Strategic Manager Property
Approved by: Ian Marshall, Group Manager Services and Assets

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 To consider a request from the Southern Dairy Hub to stop part of Mclean Road at Branxholme that intersects their property

Executive Summary

- 2 The Southern Dairy Hub has developed its operation at Makarewa on land it has acquired from private parties including the former Makarewa freezing works farm.
- 3 Part of Mclean Road was previously formed from the Branxholme Makarewa Road down to the shearing shed, however it has now been incorporated into the farming operations, as an alternative entrance has been created as part of the development. The portion of road requested to be stopped is all currently unformed.
- 4 As part of the discussions with myself the Mayor, the dairy hub agreed to pay all costs to stop the road including the creation of an easement to the Invercargill City Council for its existing water main on the north/south portion of the road. In terms of the legislation for road stopping the land is to be sold at valuation that Council receives in cash. However what was also raised in the discussions was whether Council would grant back to the Dairy Hub by way of a contribution to its establishment, the value of the stopped road

Council
13 December 2017



Recommendation

That the Council:

- a) **Receives the report titled "Proposed road stopping of part Mclean Road at Branxholme" dated 31 October 2019.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the Act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Agrees to initiate the road stopping process pursuant to the Local Government Act 1974 for that portion of Mclean Road at Branxholme as applied for by the Southern Dairy Hub.**
- e) **Agrees to the sale of the portion of Mclean Road to be stopped to the Southern Dairy Hub for \$160,000 plus GST being Councils valuation for the land.**
- f) **Resolves that upon settlement of the agreement for sale and purchase to grant back to the dairy hub \$160,000 plus GST being Councils land valuation on the condition that the grant be formally acknowledged by the Dairy Hub as a Council contribution to its establishment.**
- g) **Requires that a condition be included in the agreement for sale and purchase that should the property be sold within ten years of the transfer of the stopped road that the amount of Council grant less the costs to complete the road stopping be repaid by the Dairy Hub.**
- h) **Resolves to delegate to the Chief Executive the authority to enter into a contract with the Dairy Hub in line with Councils resolutions.**

Council
13 December 2017

Background

- 5 The Southern Dairy Hub has developed its operation at Makarewa on land it has acquired from private parties including the former Makarewa works farm.
- 6 Part of Mclean Road was previously formed from the Branzholme Makarewa Road down to the shearing shed, however it has now been incorporated into the farming operations of the Dairy Hub as alternative entrances have been created as part of the development. The portion of road requested to be stopped is all currently unformed.
- 7 As part of the discussions with myself and the Mayor, the dairy hub has agreed to pay all costs to stop the road including the creation of an easement to the Invercargill City Council for its existing water main on the north/south portion of the road. In terms of the legislation for road stopping the land is to be sold at valuation that Council receives in cash. However what was also raised was whether Council would grant back to the Dairy Hub by way of a contribution to its establishment, the value of the stopped road`
- 8 Additional to this the Dairy Hub have agreed that should the property be sold within ten years of the transfer of the stopped road, Councils grant amount less the actual costs incurred by the Dairy Hub will be repaid. This is consistent and similar to other arrangements Council has entered into recently like the Fiordland Retirement Village project.
- 9 Subject to Council agreeing with the recommendations the road stopping process can begin which will include entering into a contract with the Dairy Hub.

Issues

- 10 There are no issues identified at this point in time given the Dairy hub agree to pay all costs plus the grant back if the property is sold, and Council agreeing to grant the value of the stopped road back to the Dairy Hub.

Factors to Consider

Legal and Statutory Requirements

- 11 The road stopping will follow the statutory processes as set out in the Local Government Act 1974. Both parties undertook their own valuation and the Dairy Hub have not objected to the valuation used for this road stopping being the one obtained by Council which is the highest.
- 12 As for the grant to the Dairy Hub, for accounting purposes the value used must be the value of the land as determined by the valuation.
- 13 One of the main water supply pipes to Invercargill is located under the north/south portion of the road to be stopped, so an easement must be created in favour of the ICC prior to transfer to the title to the Dairy Hub.

Community Views

- 14 The road stopping will go through a public objection process so that will determine the community views.

Council**13 December 2017****Costs and Funding**

- 15 There will be no direct expenditure costs to Council as all these are being funded by the Dairy Hub.
- 16 Based on the recommendations, a transfer is proposed with the monies received by Council being recorded as Road stopping income and the value of title transferred to the Dairy Hub being recorded as a grant to the Southern Dairy Hub.
- 17 Councils valuation for the land based on it being added to the adjoining lands totals \$160,000 plus GST. The Dairy Hubs valuation on the same basis totals \$94,000 plus GST. The Dairy Hub have not objected to Council valuation as being the basis of the transactions.
- 18 Additionally it is proposed to include in the contract a condition that should the property be sold within ten years that the Southern Dairy Hub repay to Council the grant it makes less the actual costs incurred by the Dairy Hub in relation to the road stopping. In other words the current values will be used and no inflation or other factors will be applied.

Policy Implications

- 19 The only difference with this process to others is the grant back to the Dairy Hub. In other cases the applicant pays Council the valuation plus the costs.
- 20 Given the nature of the dairy Hubs operations and community benefit, in this particular case, the process as proposed is considered appropriate.

Analysis**Options Considered**

- 21 The options are to agree to start the road stopping process with the conditions, or not start the process.

Analysis of Options**Option 1 – Start the road stopping process**

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Allows all land within the property to be owned by the Dairy Hub Allows council to be seen as a contributor to the project without paying any cash 	<ul style="list-style-type: none"> Non identified

Option 2 – Do not start the road stopping process

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> None identified 	<ul style="list-style-type: none"> Council remains the owner of this unformed strip of land. Council may lose a willing owner of this land which is of no benefit to Council to retain.

Council
13 December 2017

Assessment of Significance

- 22 Not considered significant

Recommended Option

- 23 Option 1 start the road stopping process.

Next Steps

- 24 Enter into contract with the Dairy Hub the commence survey and public notification.

Attachments

- A Request from dairy hub to stop McLean road
B Plan of McLean Road to be stopped.

Council

13 December 2017



To whom it may concern,
Southland District Council
Invercargill

14 November 2017

Dear Gary,

Re McLean Road Makarewa.

The Southern Dairy Hub boundaries McLean Rd north and part of the western section.

We wish to acquire the parts of McLean Road that we boundary on both sides of the road and integrate that area into the farming operation.

We have been made aware of the process to complete this and the affects in the future.

It is our expectation that the costs of creating the title (this includes surveying and any associated legal costs) will be borne by the Southern Dairy Hub.

Yours sincerely,

A handwritten signature in black ink, appearing to read "M. Hardie", with a horizontal line extending to the right.

Maurice Hardie

Southern Dairy Hub

m Maurice@culblair.kiwi



Exclusion of the Public: Local Government Official Information and Meetings Act 1987

Recommendation

That the public be excluded from the following part(s) of the proceedings of this meeting.

C10.1 Land Disposal - 229 Great North Road

C10.2 Possible Property Acquisition - Part Lot 300 at Curio Bay

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Land Disposal - 229 Great North Road	<p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.
Possible Property Acquisition - Part Lot 300 at Curio Bay	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.