



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

Date: **Wednesday, 20 May 2020**
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	Fiona Dunlop

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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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Nil

PUBLIC EXCLUDED

Procedural motion to exclude the public

467

C10.1 Risk management update - March 2020 quarter

C10.2 Report seeking a decision on enforcement for Te Anau Downs Station

1 Apologies

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

2 Leave of absence

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

3 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.

4 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.

5 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."

6 Confirmation of Council Minutes

- 6.1 Meeting minutes of Council, 07 May 2020

Speed Limits Bylaw - Continued Deliberations

Record No: R/20/3/5764
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 further information and to present options to Council so that it can make all decisions on the draft Speed Limits Bylaw (the draft bylaw). It is intended that deliberations are concluded at Council's 20 May 2020 meeting and that adoption of the bylaw occur at the 23 June 2020 Council meeting.

Executive Summary

- 2 On 21 August 2019 Council endorsed a statement of proposal (see Attachment A), which included the draft bylaw, for public consultation. On 18 December 2019, councillors were given a copy of the 75 written submissions that were received on the proposal, and councillors heard those submitters who wished to speak.
- 3 On 4 March 2020 Council began deliberations on the options outlined for the draft bylaw. Council elected to adjourn deliberations in order for councillors to review roads in their respective wards with a view to whether they had any further comments regarding the submissions and changes proposed.
- 4 In this report, staff have presented and discussed two potential options on how Council could proceed.
 - option 1 – that Council proceed and make decisions now on all the issues identified for the draft bylaw
 - option 2 – that Council make decisions on some of the issues identified for the draft Speed Limits Bylaw and conduct a separate review process to address the remaining issues
 - option 3 – that Council propose a different way forward.
- 5 This report is seeking a decision from Council as to its preferred approach.
- 6 Depending on how Council would like to proceed, staff may present a draft bylaw to be adopted by Council at its 23 June 2020 meeting.
- 7 If the bylaw is adopted on 23 June 2020, it is recommended that the draft bylaw come into effect on 12 August 2020, to allow Council staff time to prepare for and implement the proposed changes. However, this date will be confirmed when the adoption report is presented to Council. It is possible the implementation date will be delayed until such time as it is practical for the draft bylaw to come into effect, due to the Covid-19 pandemic.

Recommendation

That Council:

- a) **Receives the report titled “Speed Limits Bylaw - Continued Deliberations” dated 13 May 2020.**
- 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) **Notes that on 21 August 2019 Council determined, pursuant to sections 155(1) and (2) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing speed limits in the District, that the draft Speed Limits Bylaw is the most appropriate form of bylaw, and does not give rise to any implications under the New Zealand Bill of Rights Act 1990.**
- e) **Considers the feedback received through the formal consultation process on the draft Speed Limits Bylaw. Written feedback was received from 29 August to 10 October and 19 November to 3 December 2019. Oral submissions were made on 18 December 2019.**
- f) **Considers the options on how it could proceed and endorses one of the following options:**
 - i. **Option 1 – that Council proceed and make decisions now on all the issues identified for the draft Speed Limits Bylaw; or**
 - ii. **Option 2 – that Council make decisions on some of the issues identified for the draft Speed Limits Bylaw and conduct a separate review process to address the remaining issues; or**
 - iii. **Option 3 – that Council propose a different way forward.**
- g) **If Council wishes to make decisions now on the issues identified for the draft Speed Limits Bylaw, endorses the following options:**
 - I. **Request staff prepare a separate report for consideration by the Services and Assets Committee as soon as practical. The report would provide details about what a pro-active audit on road safety around the District’s schools would entail, as well as possible interim measures.**
 - II. **Request staff prepare a report that presents the proposal to reduce Stewart Island’s speed limit for consideration as part of Stewart Island long term**

planning to the Stewart Island Rakiura Community Board for feedback at its 8 June 2020 meeting.

- h) Agree that if Council wishes to make decisions now on the draft Speed Limits Bylaw, endorses the following changes to the draft bylaw as an outcome of feedback received through the public consultation process:**
- **changing the speed limit on Te Anau Terrace from 50km/h to 30km/h**
 - **changing the speed limit on Upukerora Road, Te Anau, from 80km/h to 60km/h**
 - **modifying the speed limit change location between 50km/h and 70km/h on Main Street, Otautau**
 - **modifying the speed limit change location between 100km/h and 60km/h on South Hillend Dipton Road, Dipton**
 - **modifying the speed limit change location between 50km/h and 100km/h on Moore Road, Winton**
 - **changing the speed limit from 100km/h to 60km/h on Smith Road, and 80km/h on Lochiel Braxholme Road and Lochiel Bridge Road**
 - **minor wording changes to improve clarity and to ensure the document aligns with Council's style guide.**
- i) Agree that if Council wishes to make decisions on the draft Speed Limits Bylaw now, deliberates on the speed limits for the following roads as an outcome of feedback received from councillors at the 4 March 2020 deliberations:**
- **changing the speed limit on Sandy Brown Road from 80km/h to 50km/h (proposed speed limit 60km/h)**
 - **changing the speed limit on Turbine Drive in Monowai township from 50km/h to 30km/h (no change proposed for this road within township).**
- j) Notes that Council has made the following determinations regarding the draft Speed Limits bylaw on 4 March 2020:**
- **endorsed an 80km/h speed limit for the following roads:**
Centre Hill Road
Mavora Lakes Road
Mt Nicholas Road
Borland Road
Lake Monowai Road
Lillburn Valley Road
Tokanui Haldane Road

- **endorsed a 60km/h speed limit for the following road:
Hollyford Road.**

k) Agree that if Council wishes to make decisions on the draft Speed Limits Bylaw now, deliberates on the following change to determinations made on 4 March 2020 as an outcome of feedback received from councillors:

- **changing the endorsement of 80km/h for Lillburn Valley Road so that the speed limit for the portion of this road from Thicketburn campground to Lake Hauroko is reduced to 60km/h, the remainder has a speed limit of 80km/h**
- **agrees that this change will supersede the recommendation passed at the 4 March 2020 Council meeting in relation to this section of Lillburn Valley Road.**

l) Notes that the Local Government Act 2002 states that the Speed Limits Bylaw will be reviewed within five years of being made.

Background

- 8 The current Speed Limits Bylaw was made in 2015 as per the requirements of the Local Government Act 2002 ('LGA') (Attachment B). It came into force on 3 June 2015 and is now due for review.
- 9 Staff undertook preliminary consultation and obtained feedback from internal and external stakeholders, including affected community boards, community development area subcommittees, ward councillors, New Zealand Transport Agency (NZTA) and Te Ao Marama Incorporated on this matter, which helped develop the draft bylaw.
- 10 On 21 August 2019 Council endorsed a statement of proposal (SOP), which included the draft bylaw, for public consultation. Council also determined that the draft bylaw that went out for consultation was the most appropriate form of bylaw. Council consulted on the draft bylaw from 29 August to 10 October and 19 November to 3 December 2019.
- 11 The SOP gives the following explanation regarding proposed changes included in the draft bylaw. "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."
- 12 More detailed information about the reasons behind the proposed changes can be found in a report to the Services and Assets Committee on 7 August 2019, and in a report and addendum to Council on 21 August 2019. These reports are publically available on Council's website and councillors can view them on the 'hub'.

- 13 The October 2019 local government elections has meant that the bylaw process has been overseen by two different sets of councillors. This may have made the process more difficult, as new councillors were not involved in the early stages of the review.
- 14 There were 75 submissions on the draft bylaw. Council heard those submitters who wished to speak to their submission at a Council meeting held on 18 December 2019. A full summary of the submissions received was provided in the report to Council on 18 December 2019.
- 15 Deliberations on the draft bylaw took place at the 4 March 2020 meeting and decisions on some of the roads were made; these are discussed below. Council elected to adjourn deliberations in order for councillors to review roads in their respective wards with a view to whether they had any further comments regarding the submissions and changes proposed. It is intended that deliberations are concluded at Council's 20 May 2020 meeting.

Issues

Deliberations

- 16 In this report, three options have been presented on how Council could elect to proceed. The advantages and disadvantages of these options are discussed on pages 12 and 13 of this report.
- 17 For the first option, Council could proceed and make decisions now on all the issues identified for the draft bylaw, and adopt the draft bylaw at its 23 June 2020 meeting.
- 18 The second option would involve partial adoption of the draft bylaw. Council could make decisions on the issues that can be agreed upon, and leave any outstanding issues for a separate bylaw review process to occur in the future. This review could occur when work is completed on any areas that require investigation.
- 19 The third option is for Council to propose a different way forward, noting that this would likely involve a delay in adoption and implementation of the draft bylaw.

The draft bylaw and changes as a result of consultation

- 20 Changes from the current bylaw are listed in the tables in the statement of proposal that went out for public consultation (Attachment A).
- 21 Table 1 below lists the changes to the draft bylaw that went out for public consultation that Council endorsed at its 4 March 2020 meeting. These changes have been made to the draft bylaw at Attachment C.

Table 1: Changes to the draft Speed Limits Bylaw endorsed by Council on 4 March 2020

Road name	Current speed limit	Proposed speed limit	Endorsed speed limit
Lower Hollyford Road	100km/h	60km/h	60km/h
Centre Hill Road	100km/h	60km/h	80km/h
Mavora Lakes Road	100km/h	60km/h	80km/h
Mt Nicholas Road	100km/h	60km/h	80km/h
Borland Road	100km/h	60km/h	80km/h
Lake Monowai Road	100km/h	60km/h	80km/h
Lillburn Valley Road	100km/h	60km/h	80km/h
Tokanui Haldane Road	100km/h	60km/h	80km/h

- 22 Table 2 below shows the changes to the draft bylaw as a result of the consultation process that staff recommend be endorsed. These were presented to Council at its 4 March 2020 meeting for discussion, but not endorsed. These proposed changes are reflected in the draft bylaw at Attachment C.

Table 2 – Recommended changes to the draft Speed Limits Bylaw as a result of consultation

Road	Change
Te Anau Terrace, Te Anau	reduce from 50km/h to 30km/h within park, due to marina, BBQ, playground
Upukerora Road, Te Anau	reduce from 80km/h to 60km/h due to cycle path
Main Street, Otautau	different speed limit change point location (50km/h <-> 70km/h)
South Hillend Dipton Road, Dipton	different speed limit change point location (100km/h <-> 60km/h)
Moore Road, Winton	move the 50km/h to 100km/h change point due to the Winton walkway
Smith Road, Lochiel	reduce from 100km/h to 60km/h due to Lochiel School
Lochiel Bridge Road Lochiel Branxholme Road	reduce sections of these roads within Lochiel township from 100km/h to 80km/h due to Lochiel School

Speed limits remaining to be determined

- 23 Council adjourned determinations in order for councillors to review roads in their respective wards with a view to whether they had any comments regarding the submissions and changes proposed.
- 24 As a result, the following table shows roads where councillors requested that the proposed speed limit be deliberated by Council. Speed limits for these roads are 'on the table' and may be changed because Council received submissions relating to them as part of the consultation process. Changes will be made to the draft bylaw depending on the outcome of deliberations on these roads.

Table 3: Roads raised for discussion by councillors

Road name	Current speed limit	Proposed speed limit in SOP	Staff comment/recommendation
Turbine Drive, Monowai	50km/h	No change proposed for this section of Turbine Drive in draft bylaw that went out for consultation	<p>A submitter requested the speed be reduced from 50km/h to 30km/h within Monowai township.</p> <p>Transportation staff installed a traffic counter in the Monowai township 50km/h zone in response to the submission received. The counter showed the following:</p> <ul style="list-style-type: none">- mean speed: 31.5 km/h- median speed: 30.60 km/h- 85th percentile speed: 40.63km/h <p>These are exceptionally high compliance figures for a 50km/h zone and indicate that no further traffic calming is required.</p> <p>Accordingly, it is staff recommendation, in line with assessment conducted, that the speed limit continue at its current posted speed limit of 50km/h within the township of Monowai.</p>
Lillburn Valley Road, Lake Hauroko	100km/h	60km/h	<p>Council endorsed an 80km/h speed limit for this road at its 4 March 2020 meeting.</p> <p>Councillor Harpur has requested that Council revisit this resolution with a view to considering a reduction to 60km/h for the section of this road that is in bush, from the Thicketburn campground to the road end at Lake Hauroko. The remainder of the road would have a speed limit of 80km/h.</p> <p>The staff recommendation that went out for consultation was 60km/h for the entire length of</p>

Road name	Current speed limit	Proposed speed limit in SOP	Staff comment/recommendation
			this road. Staff support a reduction to the speed limit for this section, as the result would mean that part of this road conforms with the assessment. The change in roadside environment facilitates the transition between 60km/h and 80km/h speed limits.
Sandy Brown Road, Te Anau	80km/h	60km/h	<p>There was support in the submissions for the proposed reduction of Sandy Brown Road to 60km/h. There were also submitters who requested that Council consider a 50km/h speed limit for this road.</p> <p>It is noted that if development progresses at a faster rate than anticipated on this road, a 50km/h speed limit could be revisited when the bylaw is next reviewed in five years.</p> <p>60km/h remains the staff recommendation, consistent with the assessment conducted for this road.</p>

Issues that sit outside the draft Speed Limits Bylaw process

- 25 At its 4 March 2020 meeting, Council was presented with two themes that arose from the consultation process that staff recommended sit outside the bylaw process. These are canvassed fully in the issues and options paper attached to the 4 March 2020 meeting report, along with the advantages and disadvantages of each option (Attachment D). Determinations have not been made on these themes.
- 26 The first theme from the submissions requested Council consider a blanket 60km/h speed limit on rural school roads throughout the District.
- 27 Staff recommend that Council endorse that a separate report be prepared for consideration by the Services and Assets Committee at the next reasonably practicable meeting of this committee. The report would provide details about what a pro-active audit on road safety around the District's schools could look like, as well as possible interim measures.
- 28 As discussed in the issues and option paper, staff do not support a blanket change to a 60km/h speed limit for all the school roads in the District. The nature and extent of these changes materially differs from the proposed draft bylaw that went out for consultation. It is likely that a separate consultation process would be required if Council wished to proceed in this manner.

- 29 The second theme from the submissions was for Council to consider reducing the speed limit on Stewart Island/Rakiura from 50km/h to 30km/h due to safety concerns, and also to allow lower powered electric vehicles to operate.
- 30 Staff recommend that Council endorse presenting the proposal to reduce Stewart Island's speed limit for consideration as part of Stewart Island long term planning to the Stewart Island Rakiura Community Board for feedback at its 8 June 2020 meeting, or at the next reasonably practicable meeting of the community board.

Implementation

- 31 Staff propose that the draft bylaw come into effect on 12 August 2020. There may be an extension from this date in light of the Covid-19 pandemic, to a date that is reasonably practicable. A new date would be presented to Council for its consideration when the draft bylaw is presented for adoption.
- 32 If Council chooses to endorse option two, the implementation date will be brought forward accordingly.

Factors to Consider

Legal and Statutory Requirements

Consultation

- 33 Council has undertaken consultation on the draft policy and bylaw in accordance with the special consultative procedure outlined in sections 83 and 86 of the LGA. The proposal was made widely available and people were encouraged to give their feedback.
- 34 Under section 78 of the LGA, Council must, when making a decision on how to proceed, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter. There is not a requirement to please all of the submitters, but Council must take into account the views that have been expressed.
- 35 If Council endorses significant changes to the draft bylaw, away from the options that were outlined in the statement of proposal and outside of feedback that was given by submitters, Council will be required to re-consult on the draft bylaw.

Determinations

- 36 Council was required, before commencing the process for making a bylaw, to determine whether a bylaw is the most appropriate way of addressing the perceived problem. It is incumbent on Council, as a road controlling authority, to set speed limits in accordance with NZTA rules and guides by making a bylaw. Accordingly, a bylaw is the best way for Council to fulfil this obligation. Council determined that a bylaw is the most appropriate way to address the problem on 21 August 2019.
- 37 Council is also required to determine whether the proposed bylaw is the most appropriate form of bylaw, before it is made. Council made this determination on 21 August 2019 regarding the draft bylaw, but as amendments have been made, it is appropriate to make the determination again. The draft bylaw has been prepared and structured for ease of reference and interpretation and the process prescribed in the LGA is being followed.

- 38 Council is also required (before making the bylaw) to determine whether the draft bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990, which grants certain civil and political rights to people in New Zealand. Again, this determination was made by Council on 21 August 2019 but as amendments have been made, it is appropriate to make the determination again. The provisions of the proposed Speed Limits Bylaw do not unreasonably interfere with any of the rights given by the New Zealand Bill of Rights Act 1990. The objective of the draft bylaw is to maintain and promote safety on the District's roading network through the setting of speed limits. This objective supports the rights of residents and represents value for road users in the District.
- 39 The aim of the NZTA strategy and rules is to improve consistency throughout New Zealand's roading network to assist road users and enforcement. Council is required, as a road controlling authority, to observe NZTA strategies when setting speed limits. However, Council does have a degree of autonomy to determine different speed limits than those supported by NZTA. The key criterion is that the speed limits set are considered safe.
- 40 Except for Hollyford Road, the determinations made by Council at its 4 March 2020 meeting for the speed limit to be 80km/h does not align with the NZTA recommendation of 60km/h.
- 41 There is a risk (considered low) that NZTA will not approve changes that are inconsistent with its strategy and rules. NZTA has the jurisdiction to direct an RCA to review, change or modify the application of a speed limit. NZTA can therefore direct an RCA to set a certain speed limit if it considers that the speed limit for a road is not safe and appropriate.
- 42 Ministry of Transport's Safer Journeys and Road to Zero Strategies are both intended to be implemented by RCA's gradually, over a 10 year period. The draft bylaw represents progress towards these central government initiatives. It is expected that further changes will be required when this bylaw is next reviewed, in order to give effect to the government's focus on reducing road deaths and serious injury.

Enforcement of bylaw

- 43 As with the current bylaw, enforcement of the draft bylaw would be undertaken by Police.

Community Views

- 44 The community views captured through the formal consultation process on the draft bylaw were outlined in the issues section of the report that went to Council on 18 December 2019. The full booklet of the feedback received through the formal consultation process was also included as an attachment to that report.
- 45 In general, the submissions received were supportive of the proposed speed limit changes. The largest number of responses in the District agreeing or disagreeing, related to the changes proposed to Centre Hill Road, Mavora Lakes Road, Mt Nicholas Road and Sandy Brown Road.
- 46 There was almost unanimous support for the changes proposed to Colac Bay Road and Colac Foreshore Road, to reduce the current speed of 70 km/h to 50 km/h.
- 47 There was general endorsement of lowering the speed limits in the Waihopai Toetoe Ward. There were also comments regarding the suite of tools available to enhance road safety in addition to speed limits in this ward and others. These include road maintenance and upgrading, 'painted on' road markings to indicate speed limit changes, community education and adequate policing.

There was feedback that the recent sealing of the Southern Scenic Route in this ward has helped to prevent accidents.

- 48 Some respondents were concerned that the proposed speed limit reductions will have a disproportionate effect on residents and that the proposed changes focus on visitors rather than residents.
- 49 All Council and committee reports are available for councillors on the 'hub', and they can be accessed on Council's website.

Costs and Funding

- 50 Costs associated with staff time, advertising, travel and legal advice have been met within current budgets.
- 51 As discussed above at paragraphs 37-39, it is considered low risk that NZTA withhold approval of changes to speed limits that are inconsistent with its strategies and rules. However, NZTA currently funds 51% of Council's roading works, with assistance for large capital projects achieved on a case by case basis. This requires ensuring that a strong working relationship between the two parties is maintained.

Policy Implications

- 52 Improved safety and consistency of speed limits throughout the roading network will benefit the District. Whilst there are disparities between NZTA recommendations and Council's determinations, collectively, the proposed changes should better provide for road safety in the District.

Analysis

Options Considered

- 53 The following reasonably practicable options have been identified:
- **option 1** – that Council proceed and make decisions now on the issues identified for the draft bylaw
 - **option 2** – that Council make decisions on some of the issues identified for the draft Speed Limits Bylaw and conduct a separate review process to address the remaining issues
 - **option 3** – that Council propose a different way forward.

Analysis of Options

Option 1 – proceed and make decisions on the issues identified for the draft bylaw

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council has captured a lot of community views on the draft bylaw and is in an informed position• Council will be closer to completing a review of the current bylaw (which is in line with review time-period stated in the current bylaw and the LGA bylaw review timeframes)• incorporates community views• the public will have an expectation that a decision will be reached on the draft bylaw now.	<ul style="list-style-type: none">• some community views did not support the proposed changes• does not allow for further changes to the draft bylaw.

Option 2 – that Council make decisions on some of the issues identified for the draft Speed Limits Bylaw and conduct a separate review process to address the remaining issues

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• formal review of bylaw is completed• this option could give time to conduct further investigation on specific issues• would allow Council to re-consult on specific issues, if that is its preferred approach.	<ul style="list-style-type: none">• staff time and resources to conduct a new bylaw review process are diverted from other work streams• the public will have an expectation that a decision will be reached on the draft bylaw in an efficient and timely manner• re-consulting may be perceived by the public as a poor use of resources.

Option 3 – propose a different way forward

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• would give clarity on Council's preferred approach• this option could give Council time to consider and reflect.• would allow Council to re-consult, if that is its preferred approach.	<ul style="list-style-type: none">• will delay implementation of the draft bylaw, which means Council resources will be diverted from other matters to continue this work• the public will have an expectation that a decision will be reached on the draft bylaw in an efficient and timely manner• re-consulting may be perceived by the public as a poor use of resources.

Assessment of Significance

- 54 The decisions Council is making in regard to this report have been assessed as not being significant in relation to Council's Significance and Engagement Policy and the Local Government Act 2002.

Recommended Option

- 55 It is recommended that Council proceed with option 1 and make decisions now on the issues identified for the draft bylaw.

Next Steps

- 56 If Council proceeds with option 1, and makes decisions on the issues for the draft bylaw, a draft bylaw will be presented to Council for adoption at its 23 June 2020 meeting. After this meeting, staff would give public notice of the making of the bylaw. Staff would also send letters to people who submitted on the statement of proposal, informing them of the final outcome.
- 57 If Council proceeds with option 2, staff will outline next steps in line with the approach taken.

Attachments

- A SOP - Draft Speed Limits Bylaw [↓](#)
- B SDC Speed Limits Bylaw 2015 [↓](#)
- C Draft Speed Limits Bylaw for 20 May 2020 deliberations [↓](#)
- D Issues and Options - Draft Speed Limits Bylaw [↓](#)

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
Kaipo 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

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WAIKUA 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 Otara 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
Otara 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

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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)

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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

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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 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 Riding 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)
54/01	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 Roading Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
54/02	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	<p>At Edendale:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/07	50 km/hr	<p>At Garston:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<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)
S4/08	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	<p>At Monowai:</p> <p>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..</p>	TBC	Speed Limits Bylaw 2019	<p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/11	50 km/hr	<p>At Mossburn:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566.</p> <p>Southland District Council Speed Limits Bylaw 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)
S4/12	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	<p>At Orepuki:</p> <p>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.</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>
S4/15	50 km/hr	<p>At Otautau:</p> <p>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.</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</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)
S4/16	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	<p>At Riverton:</p> <p>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.</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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/19	50 km/hr	<p>At Stewart Island:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142.</p> <p>Southland District Council Speed Limits Bylaw 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)
S4/20	50 km/hr	<p>At Te Anau:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 12 February 1987, No. 20, page 715.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/21	50 km/hr	<p>At Thornbury:</p> <p>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.</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</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)
S4/22	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	<p>At Wallacetown:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 3 March 1983, No. 26, page 572.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/25	50 km/hr	<p>At Winton:</p> <p>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.</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. 2 2007</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)
S4/26	50 km/hr	<p>At Woodlands:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 26 May 1988, No. 89, page 2165.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
S4/27	50 km/hr	<p>At Wyndham:</p> <p>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.</p>	TBC	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

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 Roading 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 Roding 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.			
57/10	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 Roeading 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

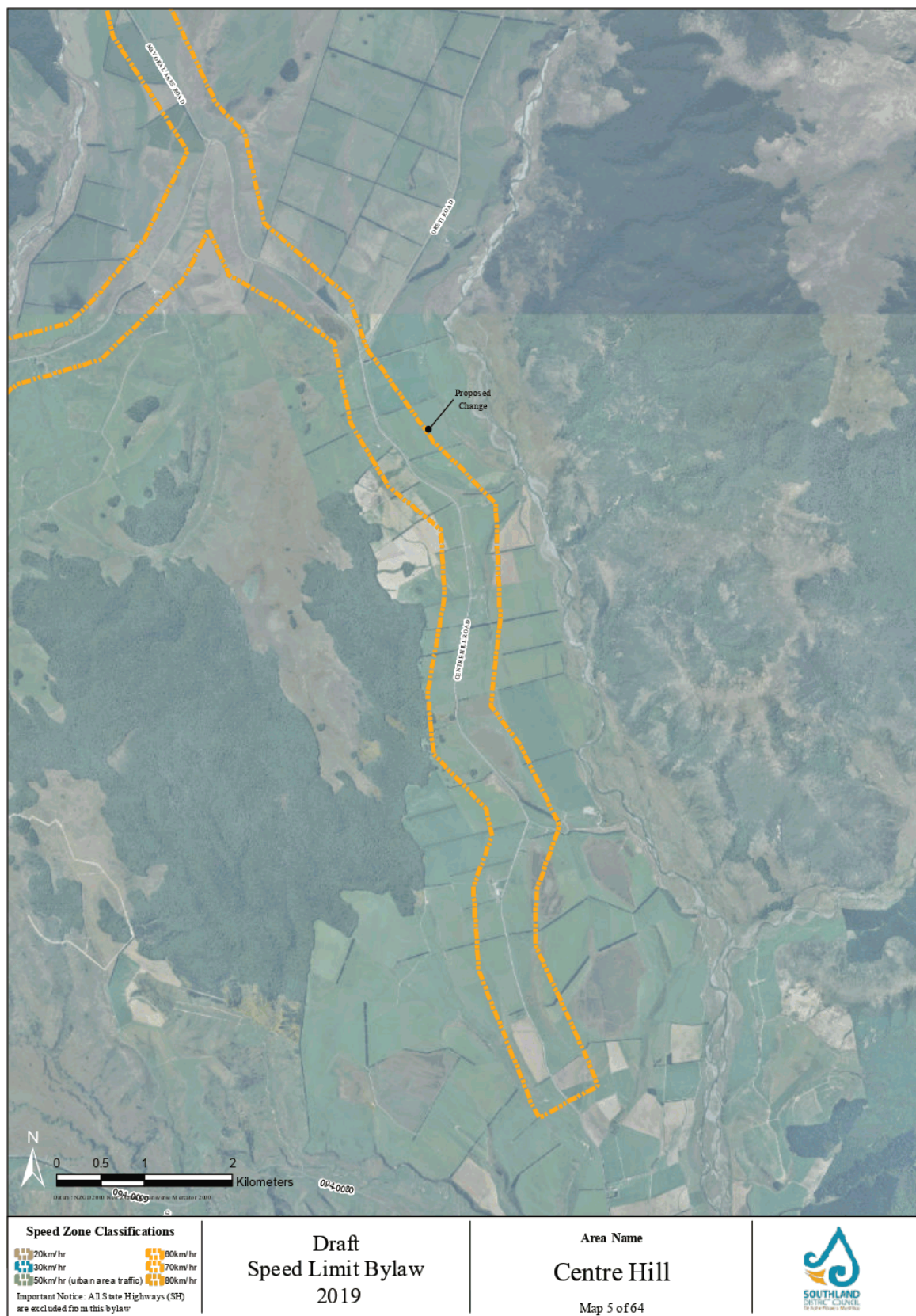
REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
S10/01	NA	No Variable Speed Limits within District.	N/A	N/A	N/A



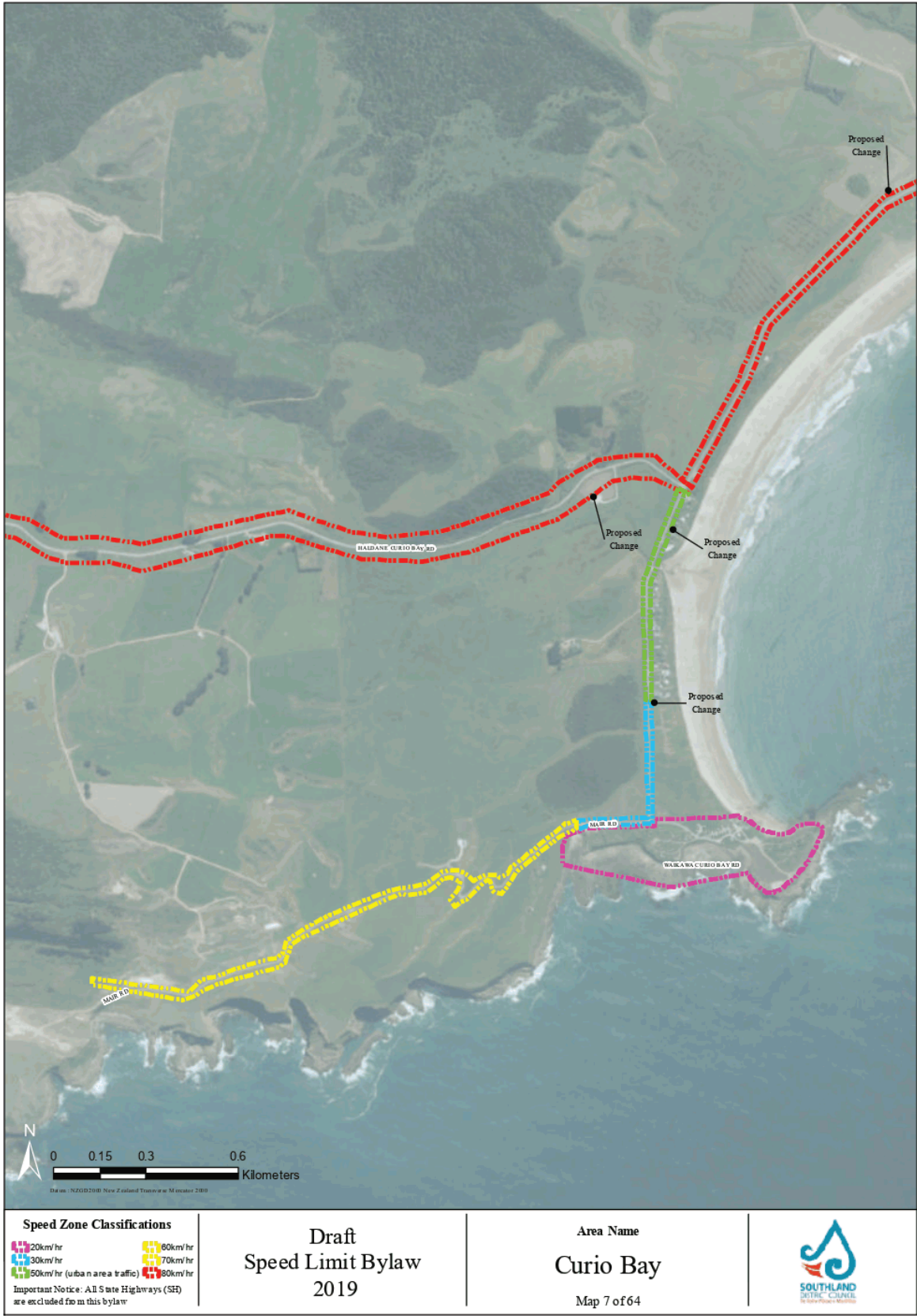




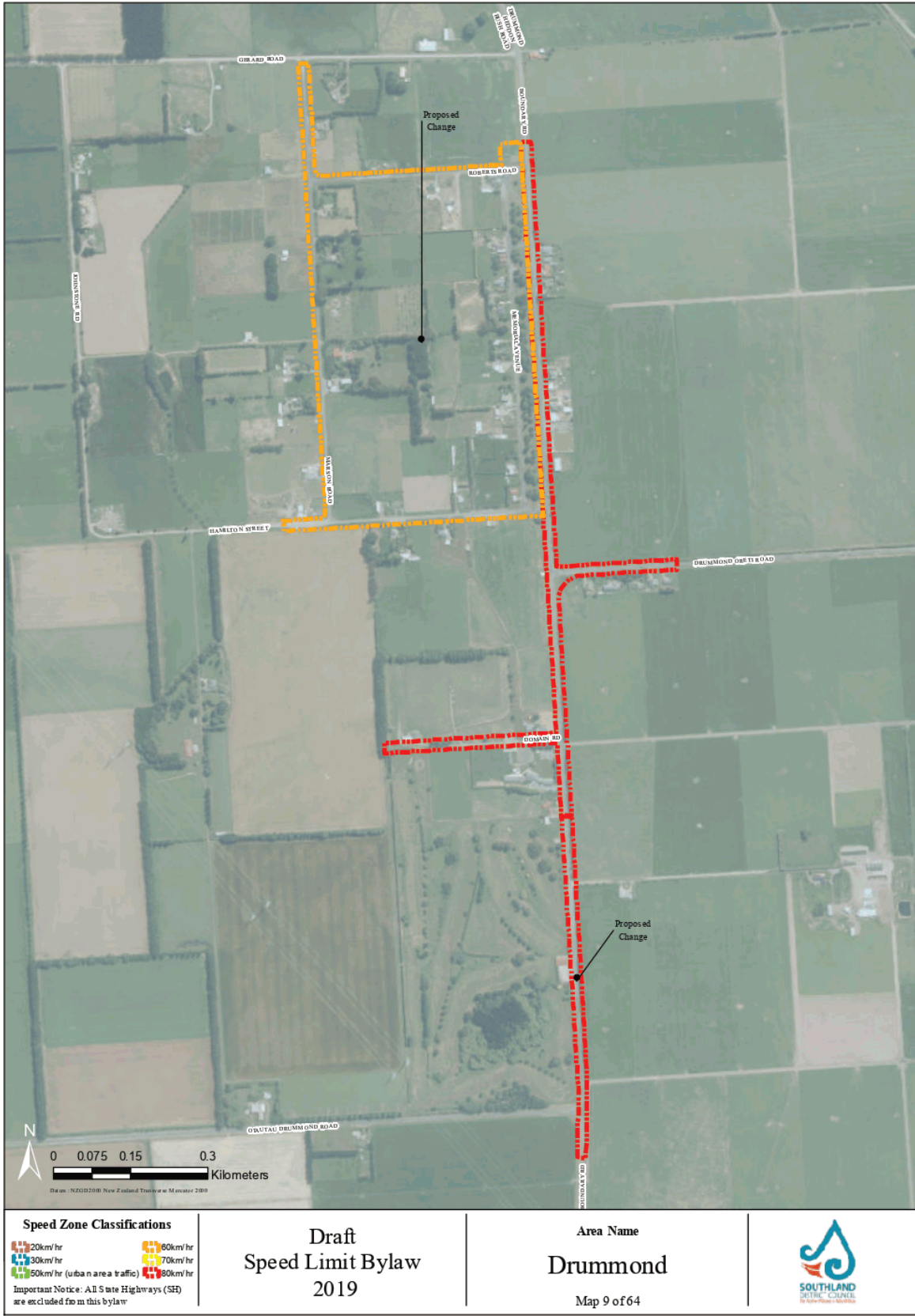










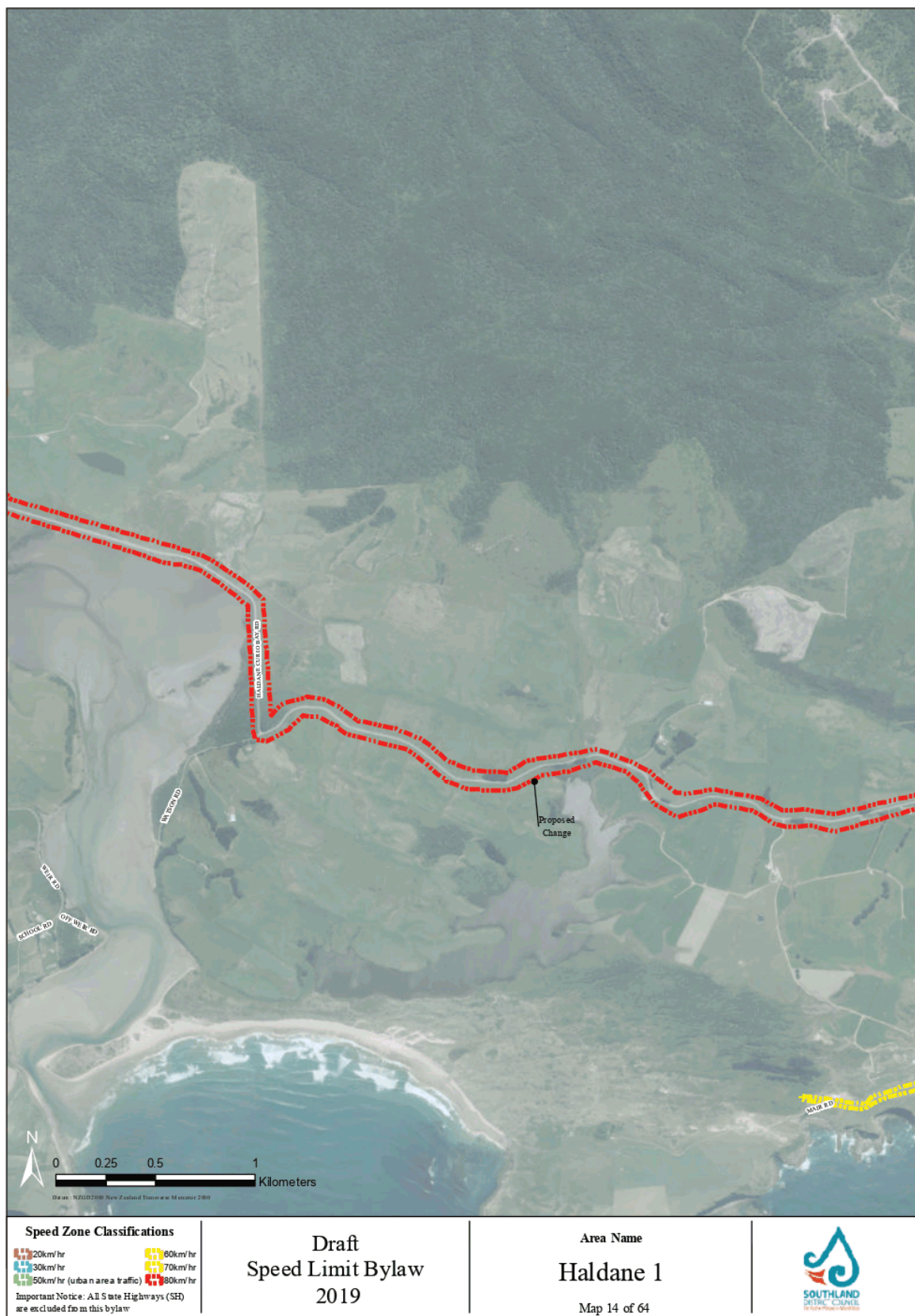




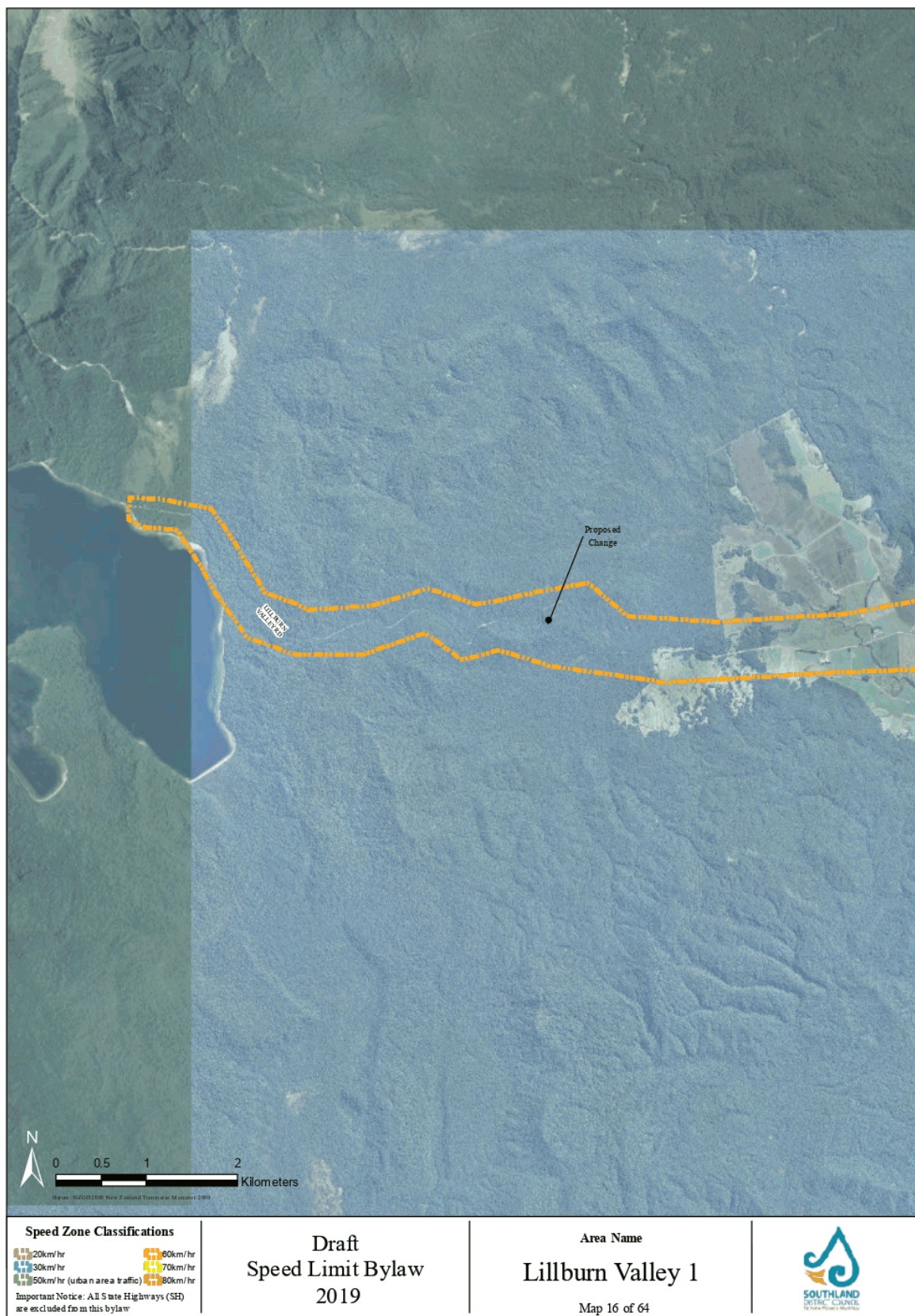






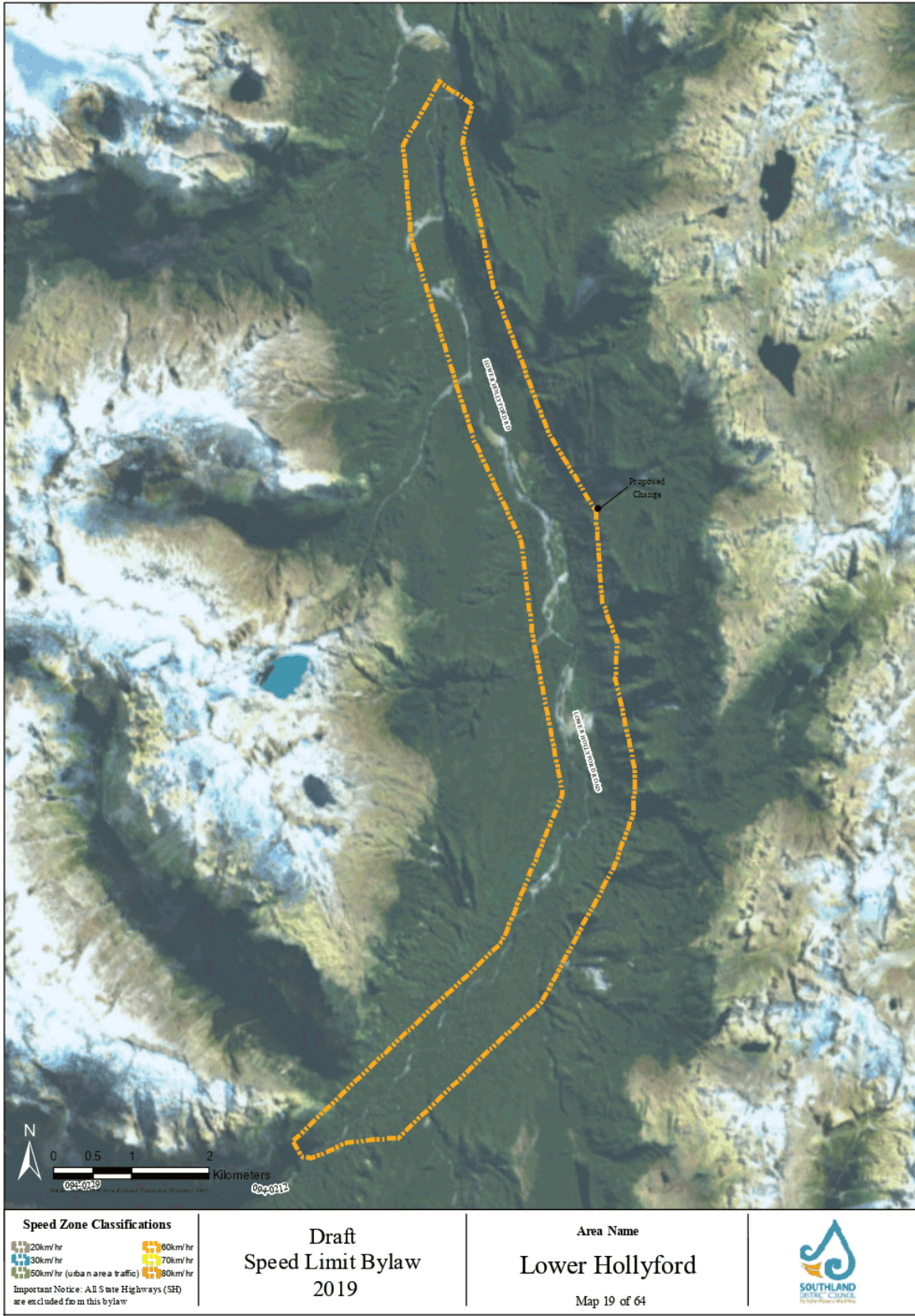




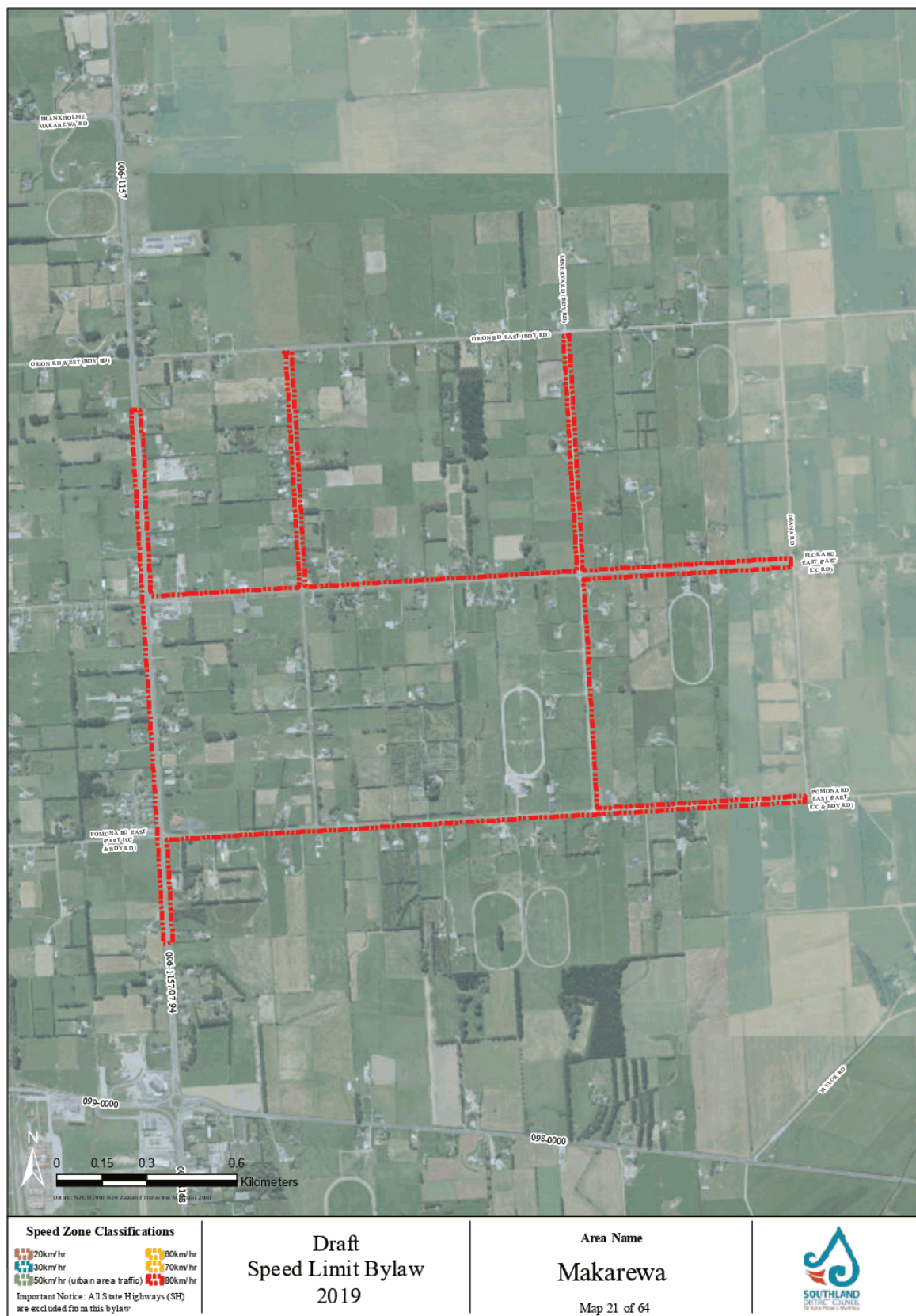










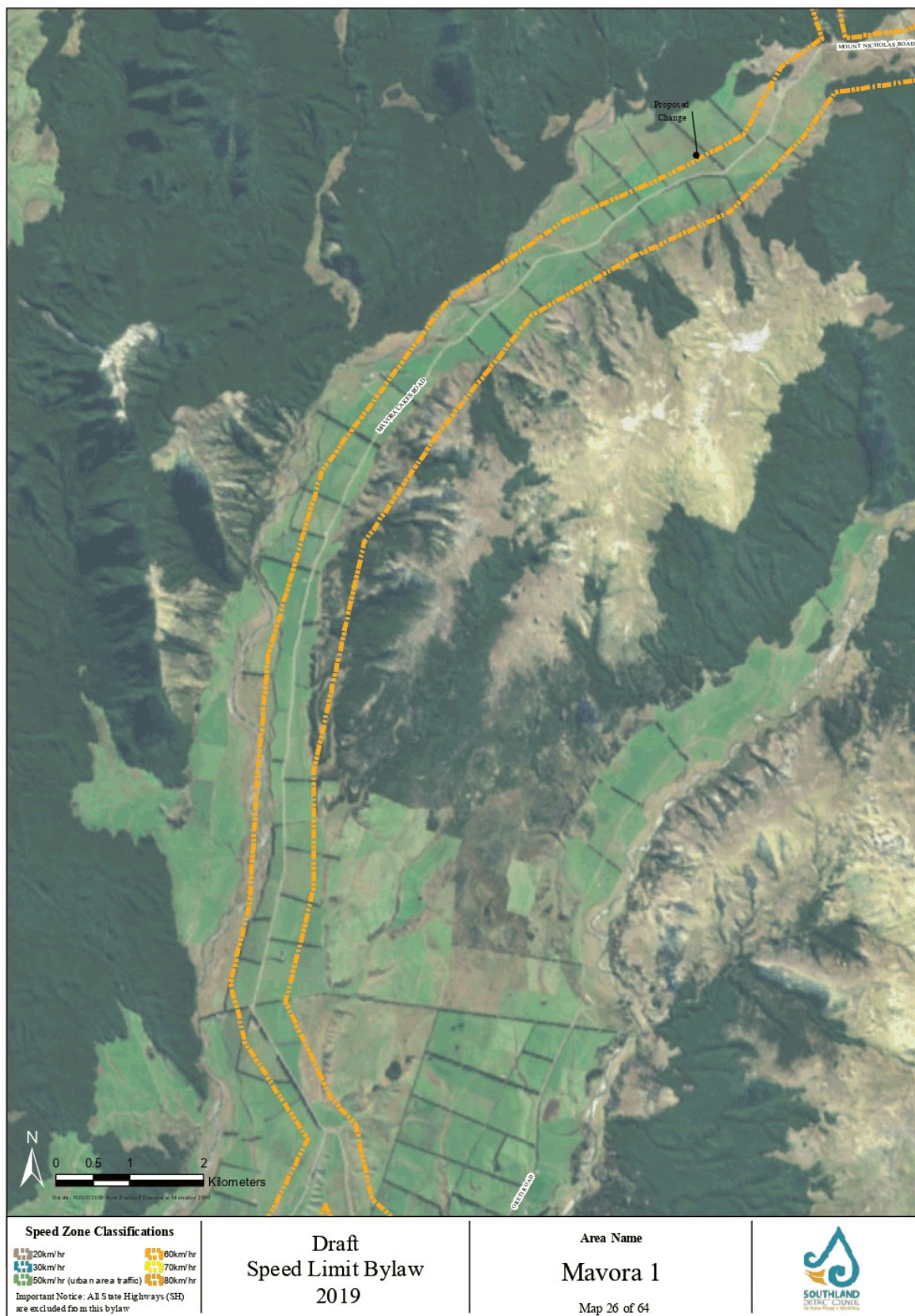






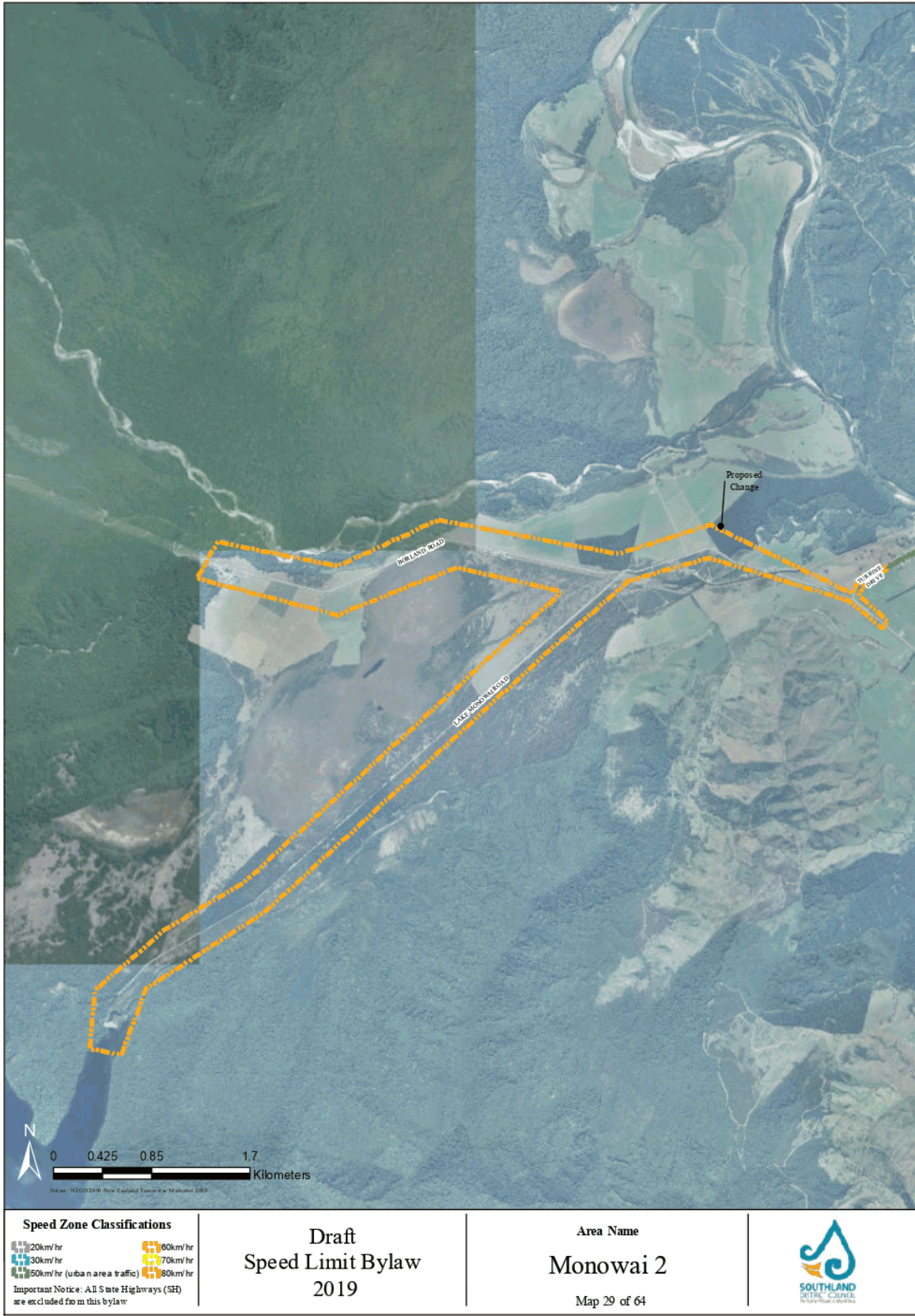






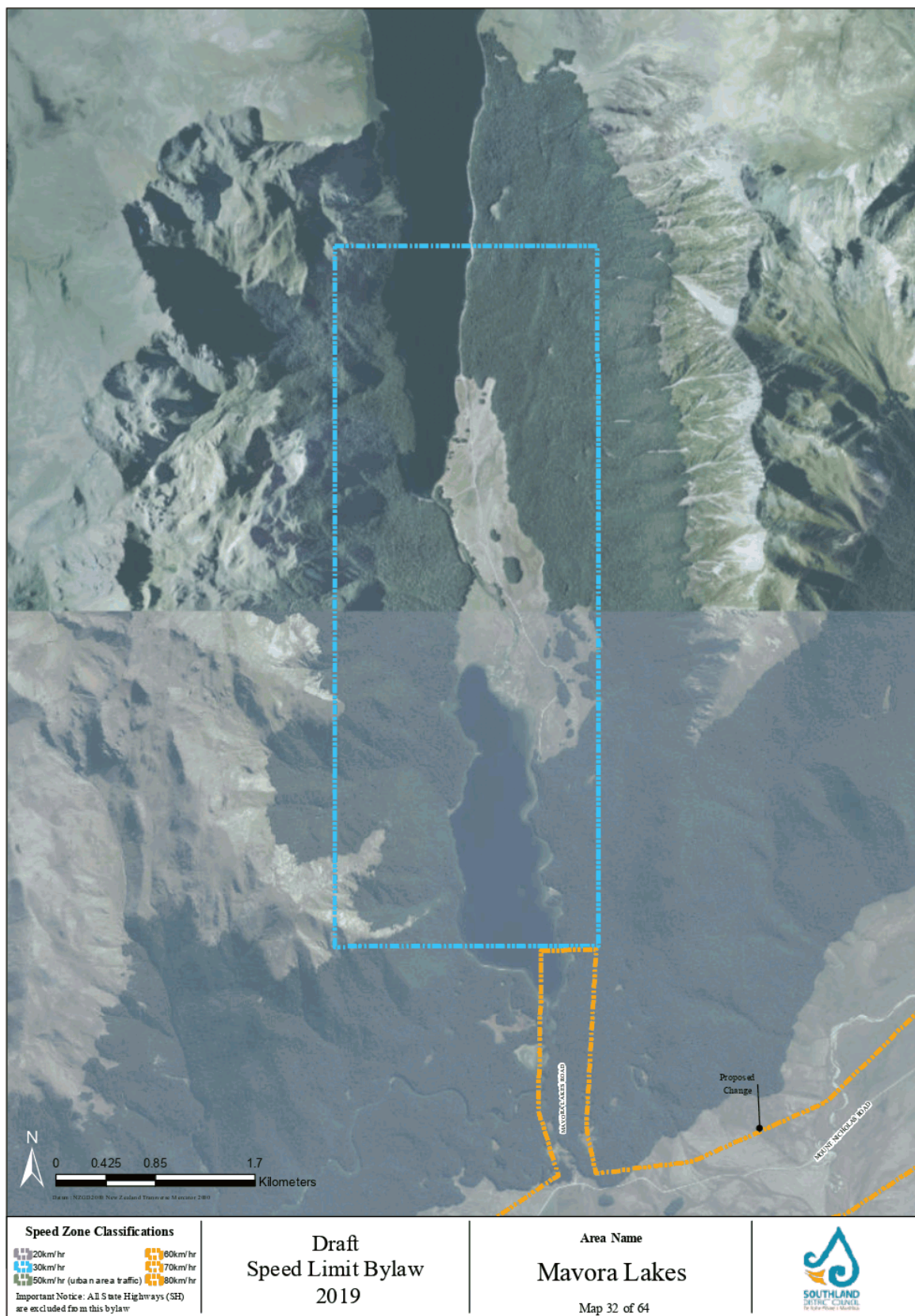


























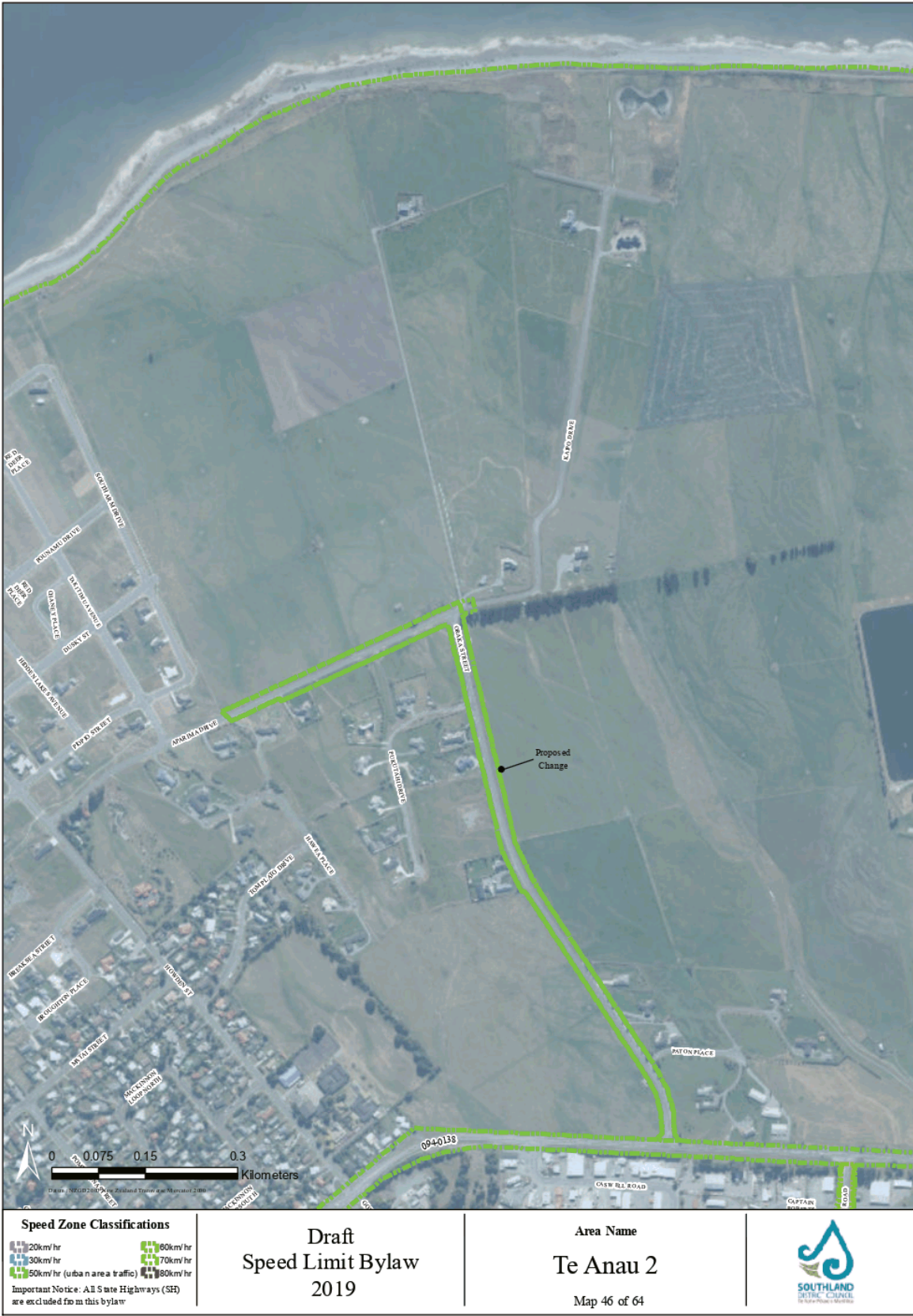






















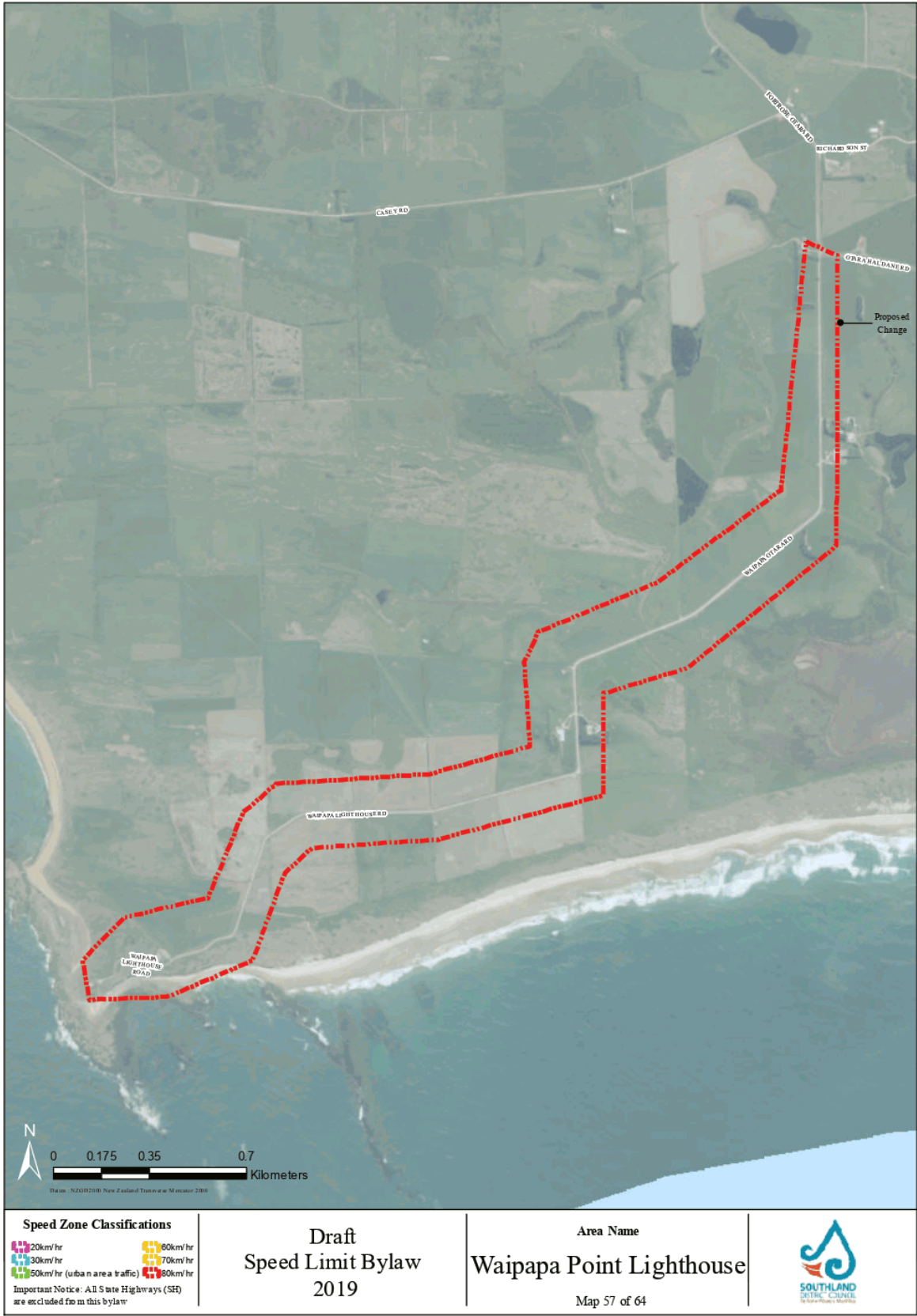




























SOUTHLAND DISTRICT COUNCIL

SPEED LIMITS BYLAW 2015

Pursuant to Section 155 of the Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2003 the Southland District Council makes the following bylaw:

Analysis

1. Title and Commencement
2. Interpretation
3. Purpose
4. Speed Limits
5. Schedules
6. Offences.
7. Repealed Bylaws

1. TITLE AND COMMENCEMENT

- (a) The title of this Bylaw is the Southland District Council Speed Limits Bylaw 2015.
- (b) This Bylaw shall come into force on the 1st day of July 2015 and the speed limits described in the Schedules come into force on the date specified in the Schedules.

2. INTERPRETATION

In this Bylaw:

Road has the meaning given to it in Land Transport Rule: Setting of Speed Limits 2003.

Speed limit has the meaning given to it in Land Transport Rule: Setting of Speed Limits 2003.

Urban Traffic Area has the meaning given to it in Land Transport Rule: Setting of Speed Limits 2003.

3. PURPOSE

The purpose of this Bylaw is to enhance public safety for all users of roads within the district of the Southland District Council 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 2005 and its amendments are consequently repealed.

This Bylaw was made and confirmed by a resolution at a meeting of the Southland District Council on 3 June 2015.

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
S1/01	20 km/hr	<u>At Curio Bay:</u> All roads as marked on the map entitled Southland District Speed Limits, map 05 and identified in the legend as being 20 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

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
S2/01	30 km/hr	<u>At Riverton:</u> All roads as marked on the map entitled Southland District Speed Limits, map 24 and identified in the legend as being 30 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Rooding Bylaw 2001, Appendix 1 Southland District Council Speed Limits Bylaw 2005
S2/02	30 km/hr	<u>At Manapouri:</u> All roads as marked on the map entitled Southland District Speed Limits, map 14 and identified in the legend as being 30 km/hr	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S2/03	30 km/hr	<u>At Mavora:</u> All roads as marked on the map entitled Southland District Speed Limits, map 39 and identified in the legend as being 30 km/hr	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005
S2/04	30 km/hr	<u>At Te Anau:</u> All roads within the Central Business District as marked on the map entitled Southland District Speed Limits, map 26A and identified in the legend as being 30 km/hr	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007

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 this bylaw; or:
- (b) Shown on a map to have a different speed limit and are referenced in another schedule to this bylaw.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/01	50 km/hr	<u>At Athol:</u> All roads as marked on the map entitled Southland District Speed Limits, map 01 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Rooding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005
S4/02	50 km/hr	<u>At Balfour:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 02 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 28 July 1983, No. 109, page 2409. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/03	50 km/hr	<u>At Edendale:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 28 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S4/04	50 km/hr	<u>At Garston:</u> 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S4/05	50 km/hr	<u>At Lumsden:</u> 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/06	50 km/hr	<u>At Manapouri:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 14 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S4/07	50 km/hr	<u>At Monowai:</u> All roads within the area marked on the map entitled Southland District Speed Limits, map 15 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S4/08	50 km/hr	<u>At Mossburn:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 16 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566. Southland District Council Speed Limits Bylaw 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/09	50 km/hr	<u>At Nightcaps:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 17 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S4/10	50 km/hr	<u>At Ohai:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 18 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S4/11	50 km/hr	<u>At Orepuki:</u> 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/12	50 km/hr	<u>At Otautau:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 21 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S4/13	50 km/hr	<u>At Piano Flat:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 22 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005
S4/14	50 km/hr	<u>At Riversdale:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 23 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/15	50 km/hr	<u>At Riverton:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 24 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S4/16	50 km/hr	<u>At Stewart Island:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142. Southland District Council Speed Limits Bylaw 2005
S4/17	50 km/hr	<u>At Te Anau:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 26 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 12 February 1987, No. 20, page 715. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/18	50 km/hr	<u>At Thornbury:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 27 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S4/19	50 km/hr	<u>At Tuatapere:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S4/20	50 km/hr	<u>At Waikaia:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 31 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/21	50 km/hr	<u>At Wallacetown:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 35 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 3 March 1983, No. 26, page 572. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S4/22	50 km/hr	<u>At Winton:</u> 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S4/23	50 km/hr	<u>At Woodlands:</u> All roads as marked on the map entitled Southland District Speed Limits, map 37A and identified in the legend as being 50 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 26 May 1988, No. 89, page 2165. Southland District Council Speed Limits Bylaw 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4/24	50 km/hr	<u>At Wyndham:</u> 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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371. Southland District Council Speed Limits Bylaw 2005

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
S5/01	60 km/hr	<u>At Browns:</u> All roads as marked on the map entitled Southland District Speed Limits, map 03 and identified in the legend as being 60 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Roding Bylaw 2001, Appendix 2 Southland District Council Speed Limits Bylaw 2005
S5/02	60 km/hr	<u>At Garston:</u> All roads as marked on the map entitled Southland District Speed Limits, map 10 and identified in the legend as being 60 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	

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
S6/01	70 km/hr	<u>At Balfour:</u> All roads as marked on the map entitled Southland District Speed Limits, map 02 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 28 July 1983, No. 109, page 2409. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S6/02	70 km/hr	<u>At Colac Bay:</u> All roads as marked on the map entitled Southland District Speed Limits, map 04 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S6/03	70 km/h	<u>At Curio Bay:</u> All roads as marked on the map entitled Southland District Speed Limits, map 05 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 21 February 2002, No. 16, page 483. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S6/04	70 km/h	<u>At Dipton:</u> All roads as marked on the map entitled Southland District Speed Limits, map 06 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 18 December 1980, No. 146, page 4056. Southland District Council Speed Limits Bylaw 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S6/05	70 km/hr	<u>At Drummond:</u> All roads as marked on the map entitled Southland District Speed Limits, map 07 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S6/06	70 km/h	<u>At Edendale:</u> All roads as marked on the map entitled Southland District Speed Limits, map 28 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S6/07	70 km/h	<u>At Fortrose:</u> All roads as marked on the map entitled Southland District Speed Limits, map 09 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 21 February 2002, No. 16, page 483. Southland District Council Speed Limits Bylaw 2005
S6/08	70 km/h	<u>At Gorge Road:</u> All roads as marked on the map entitled Southland District Speed Limits, map 11 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 6 April, 1967, No. 21, page 527. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S6/09	70 km/hr	<u>At Mossburn:</u> All roads as marked on the map entitled Southland District Speed Limits, map 16 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566. Southland District Council Speed Limits Bylaw 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S6/10	70 km/hr	<u>At Ohai:</u> All roads as marked on the map entitled Southland District Speed Limits, map 18 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S6/11	70 km/hr	<u>At Orawia:</u> All roads as marked on the map entitled Southland District Speed Limits, map 19 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S6/12	70 km/hr	<u>At Otautau:</u> All roads as marked on the map entitled Southland District Speed Limits, map 21 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S6/13	70 km/hr	<u>At Thornbury:</u> All roads as marked on the map entitled Southland District Speed Limits, map 27 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S6/14	70 km/hr	<u>At Tokanui:</u> All roads as marked on the map entitled Southland District Speed Limits, map 28 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 21 June 1990, No.101, page 2147 Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S6/15	70 km/hr	<u>At Waianiwa:</u> All roads as marked on the map entitled Southland District Speed Limits, map 30 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005
S6/16	70 km/hr	<u>At Waimahaka:</u> All roads as marked on the map entitled Southland District Speed Limits, map 33 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 11 March 1982, No. 26, page 718. Southland District Council Speed Limits Bylaw 2005
S6/17	70 km/hr	<u>At Wairio:</u> All roads as marked on the map entitled Southland District Speed Limits, map 34 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 21 July 1983, No. 105, page 2318. Southland District Council Speed Limits Bylaw 2005
S6/18	70 km/hr	<u>At Wallacetown:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 35 and identified in the legend as an Urban Traffic Area having a speed limit of 70 km/hr, except for those roads or areas that are marked on the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S6/19	70 km/hr	<u>At Winton:</u> All roads as marked on the map entitled Southland District Speed Limits, map 36 and identified in the legend as being 70 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007

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
S7/01	80 km/hr	<u>At Balfour:</u> All roads as marked on the map entitled Southland District Speed Limits, map 02 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Rooding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S7/02	80 km/hr	<u>At Browns:</u> All roads as marked on the map entitled Southland District Speed Limits, map 03 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Rooding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005
S7/03	80km/hr	<u>At Centre Bush:</u> All roads as marked on the map entitled Southland District Speed Limits, map 39 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S7/04	80 km/hr	<u>At Drummond:</u> All roads as marked on the map entitled Southland District Speed Limits, map 07 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007
S7/05	80 km/hr	<u>At Makarewa:</u> All roads as marked on the map entitled Southland District Speed Limits, map 40 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S7/06	80 km/hr	<u>At Te Anau:</u> All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 26 and identified in the legend as an Urban Traffic Area having a speed limit of 80 km/hr, except for those roads or areas that are marked on the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005
S7/07	80 km/hr	<u>At Waikawa:</u> All roads as marked on the map entitled Southland District Speed Limits, map 32 and identified in the legend as being 80 km/hr.	1 July 2015	Southland District Council Speed Limits Bylaw 2015	Southland District Council Roading Bylaw 2001, appendix 3 Southland District Council Speed Limits Bylaw 2005

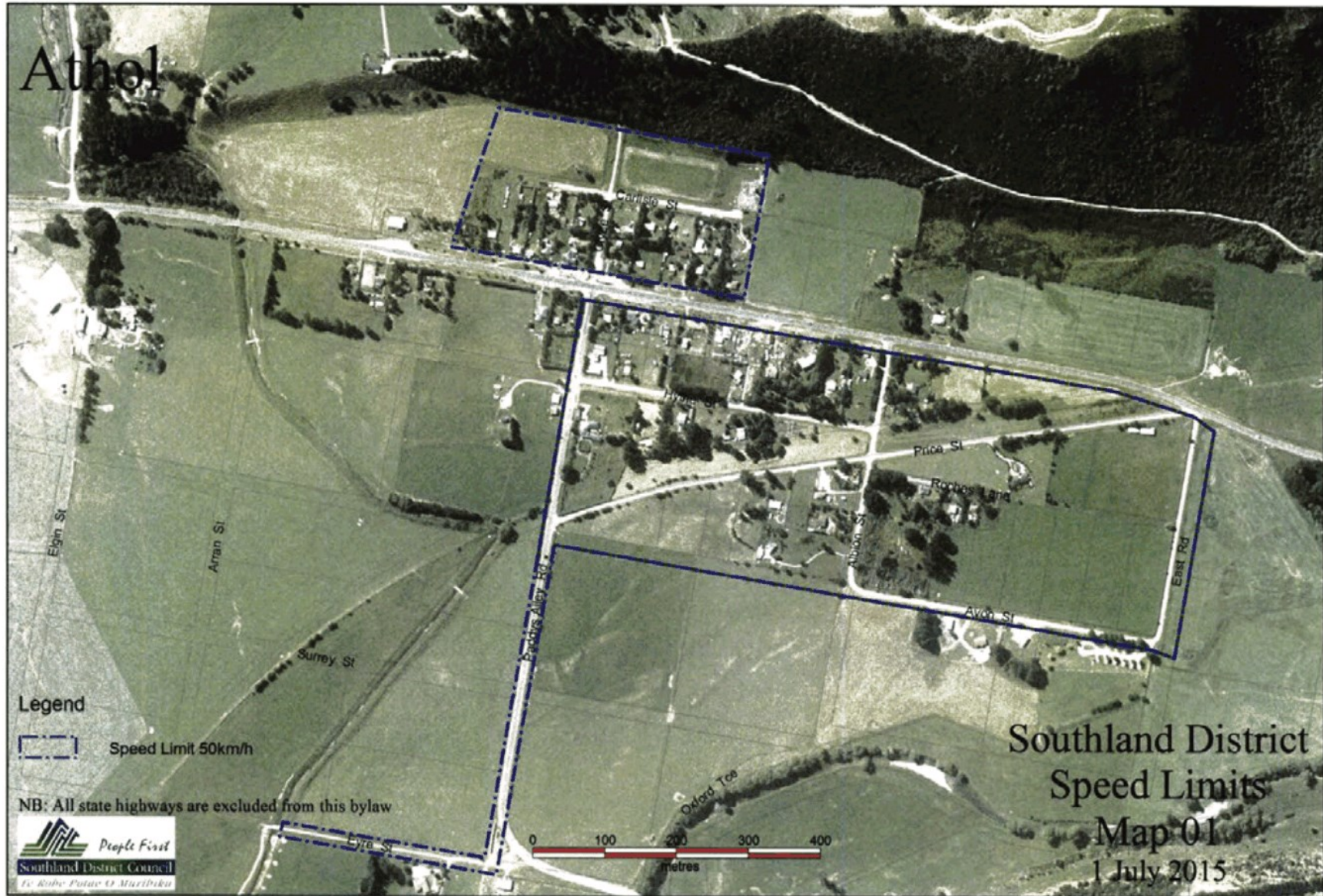
Schedule 8 100 km/hr

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
S8/01	100 km/hr	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: (a) Described as having a different speed limit in the appropriate schedule of this bylaw; or (b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 July 2015	Clause 2.3 Land Transport Rule: Setting of Speed Limits 2003. Southland District Council Speed Limits Bylaw 2015	Regulation 21(1) Traffic Regulations 1976. Southland District Council Speed Limits Bylaw 2005

Schedule 9 Holiday Speed Limits

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S9/01	50 km/hr	<u>At Colac Bay:</u> All roads as marked on the map entitled Southland District Speed Limits, map 04A and identified in the legend as being 50 km/hr for the holiday period of 20 December to 31 January only. At all other times this speed limit will be in accordance with Colac Bay Schedule 4 (s6/04, map 04).	1 July 2015	Southland District Council Speed Limits Bylaw 2015	

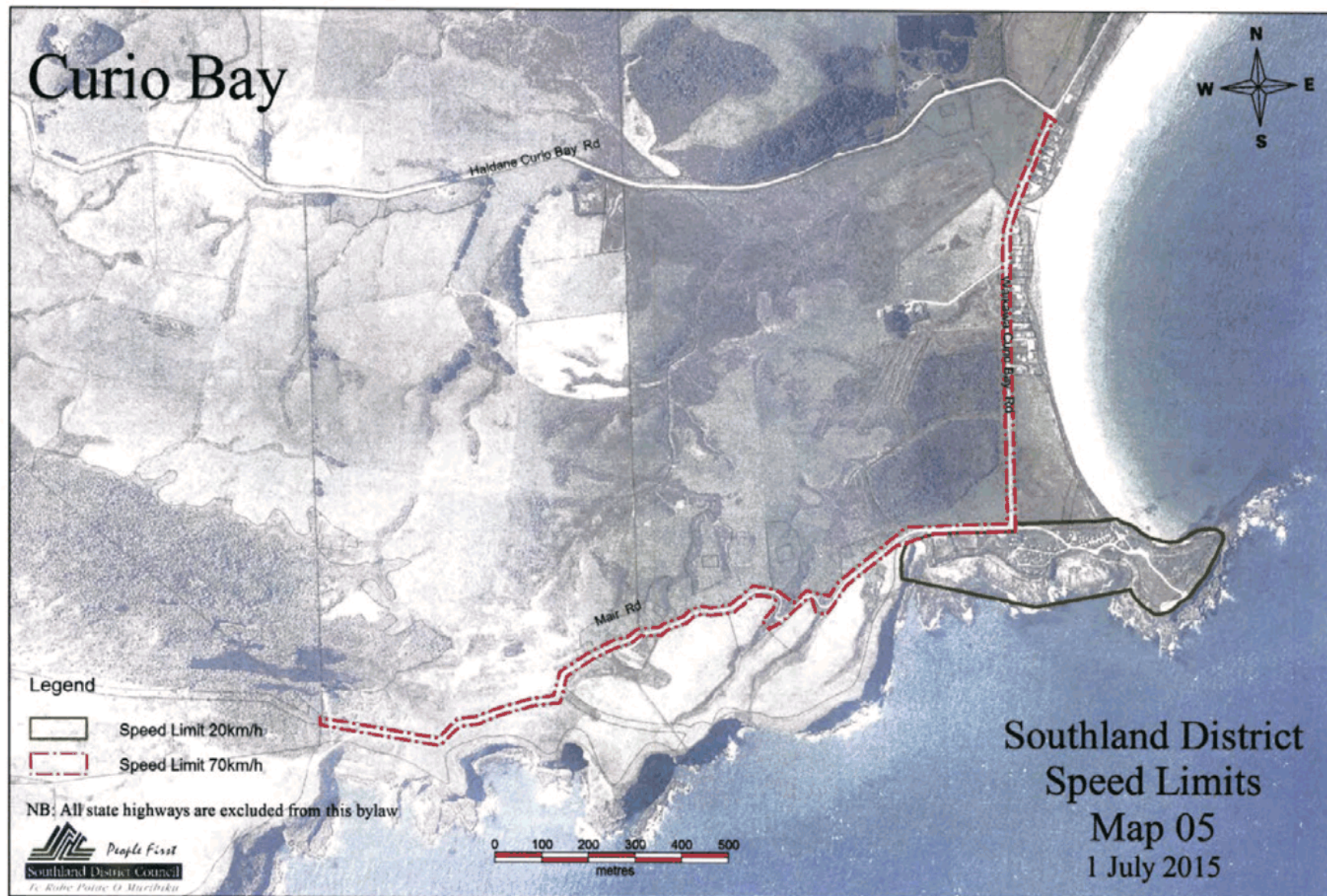


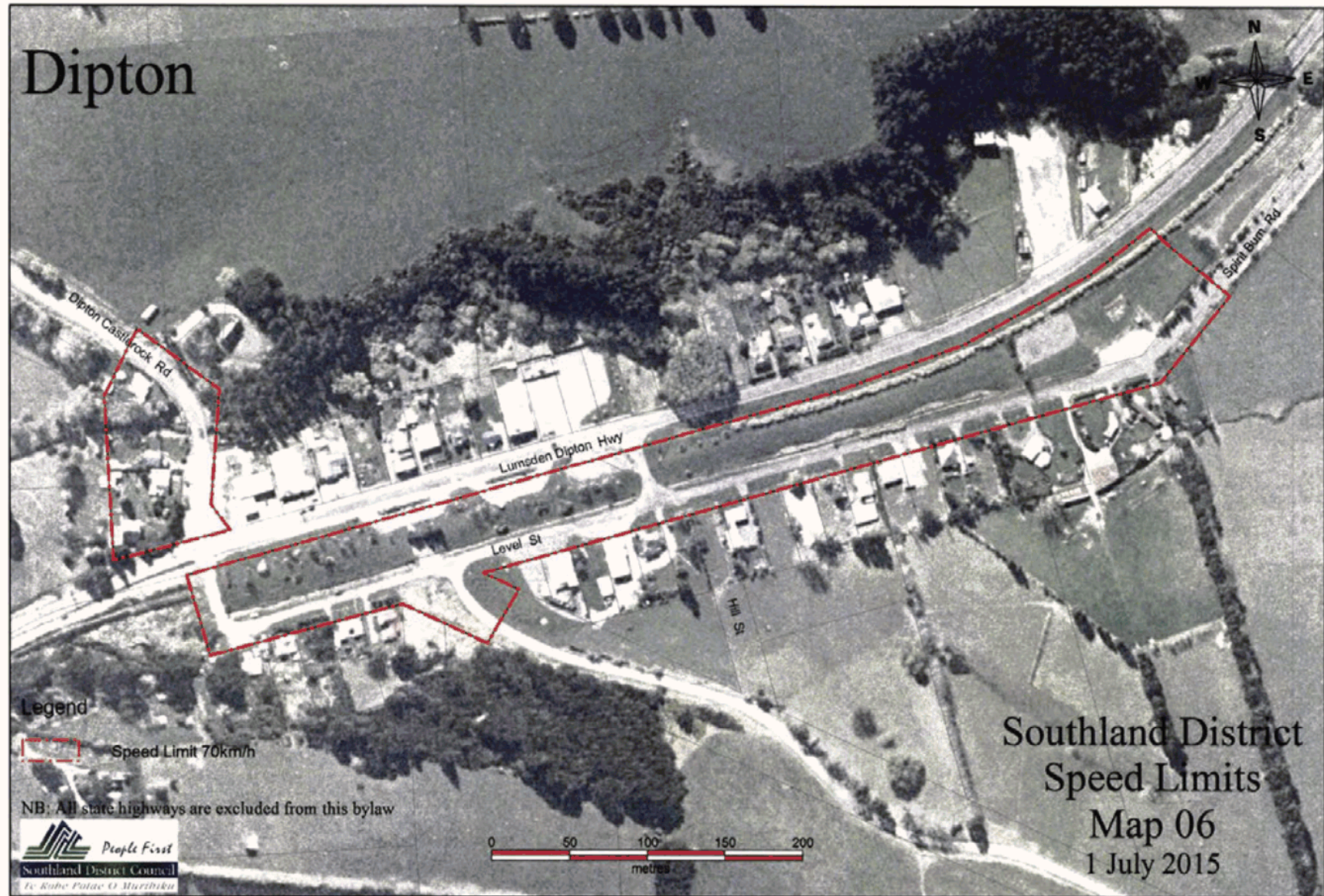


















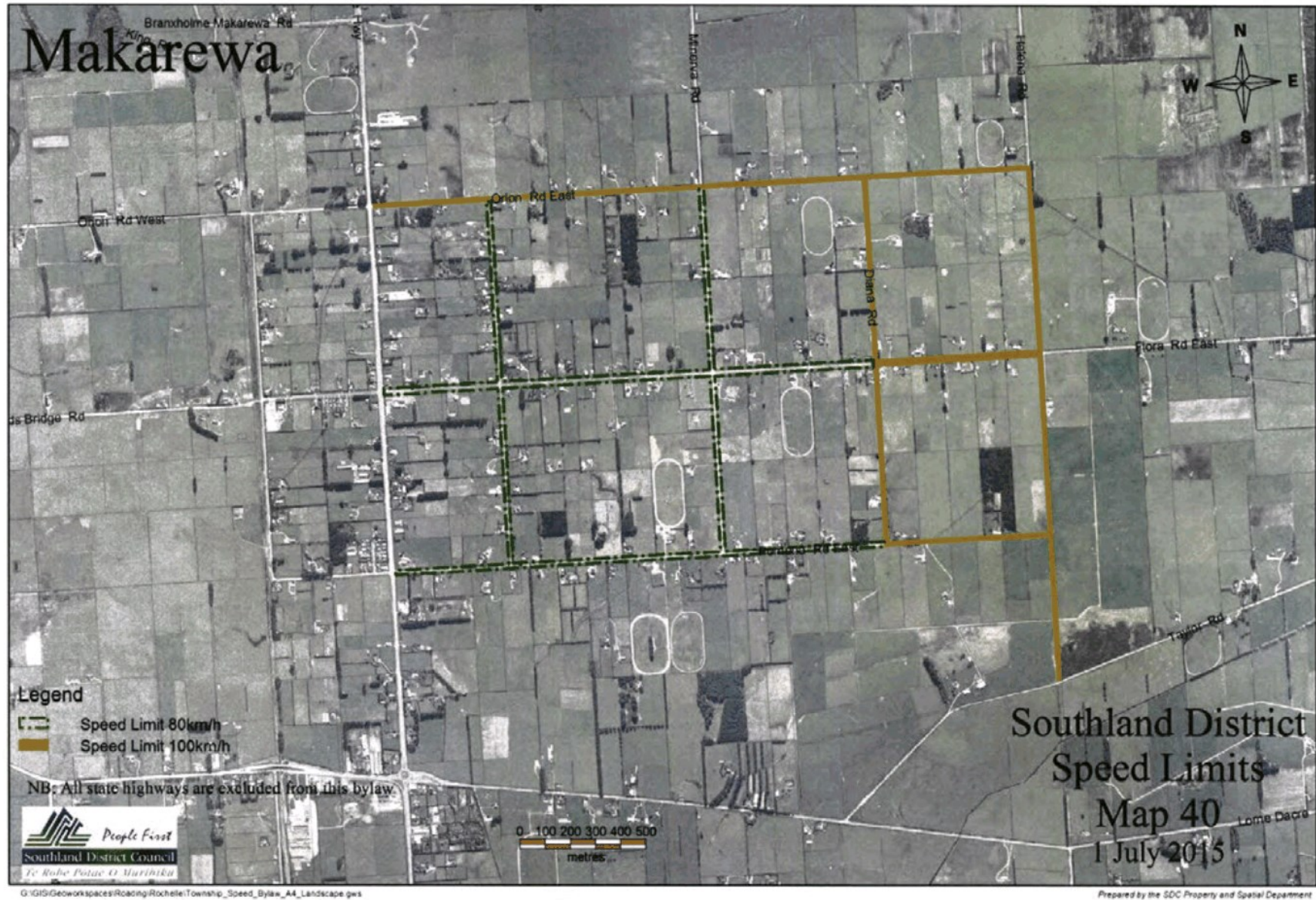


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Prepared by the SDC Property and Spatial Department









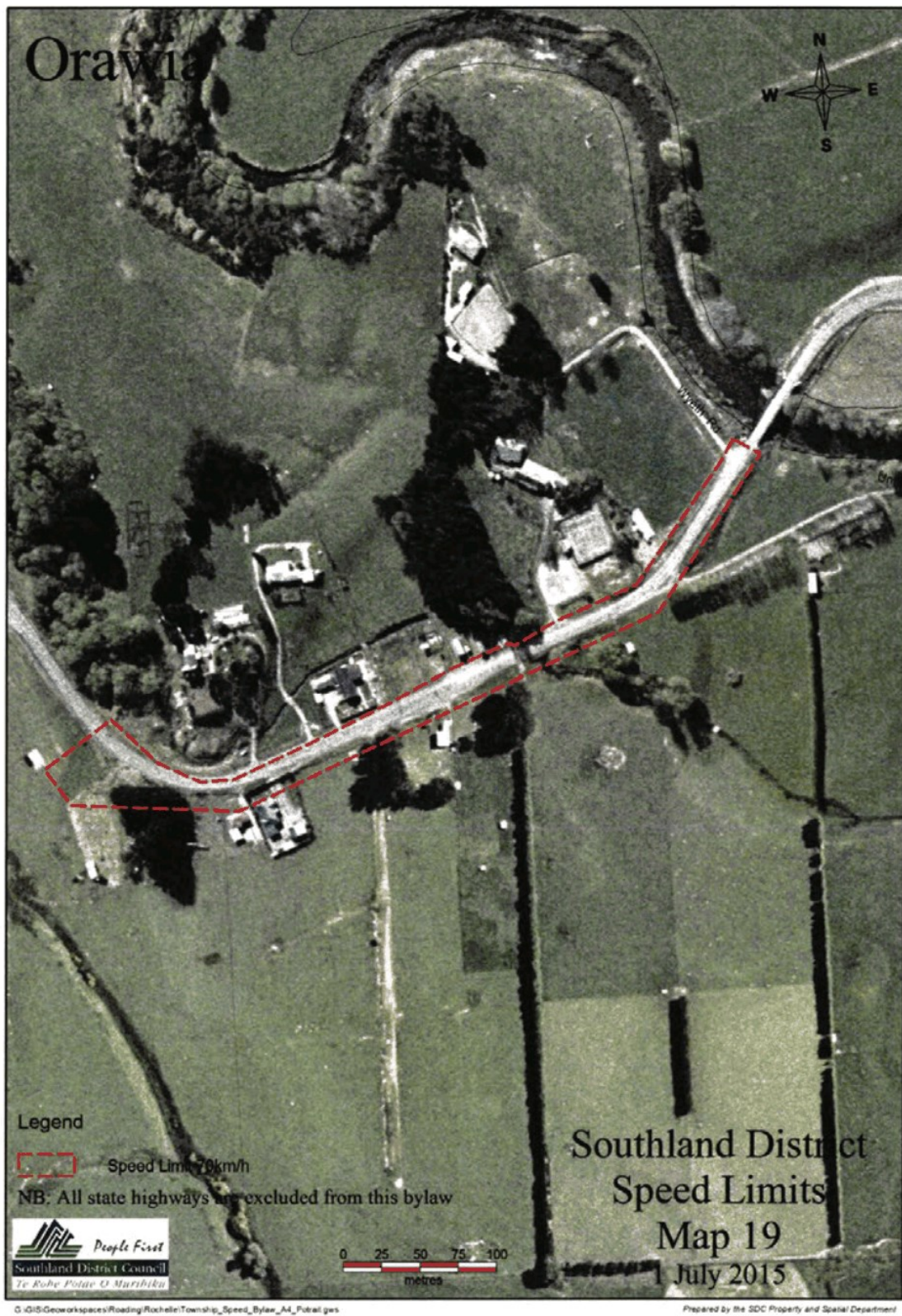












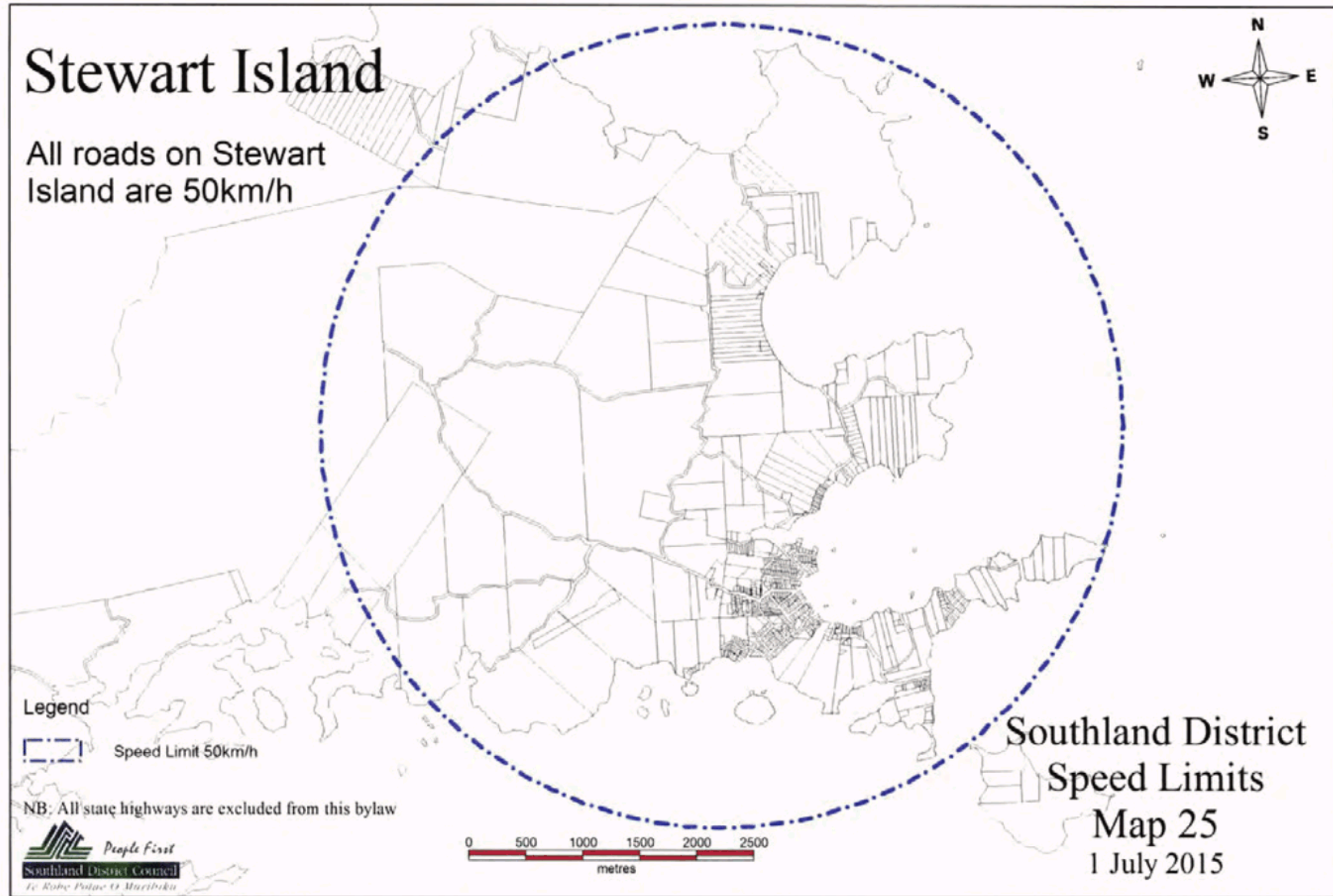




























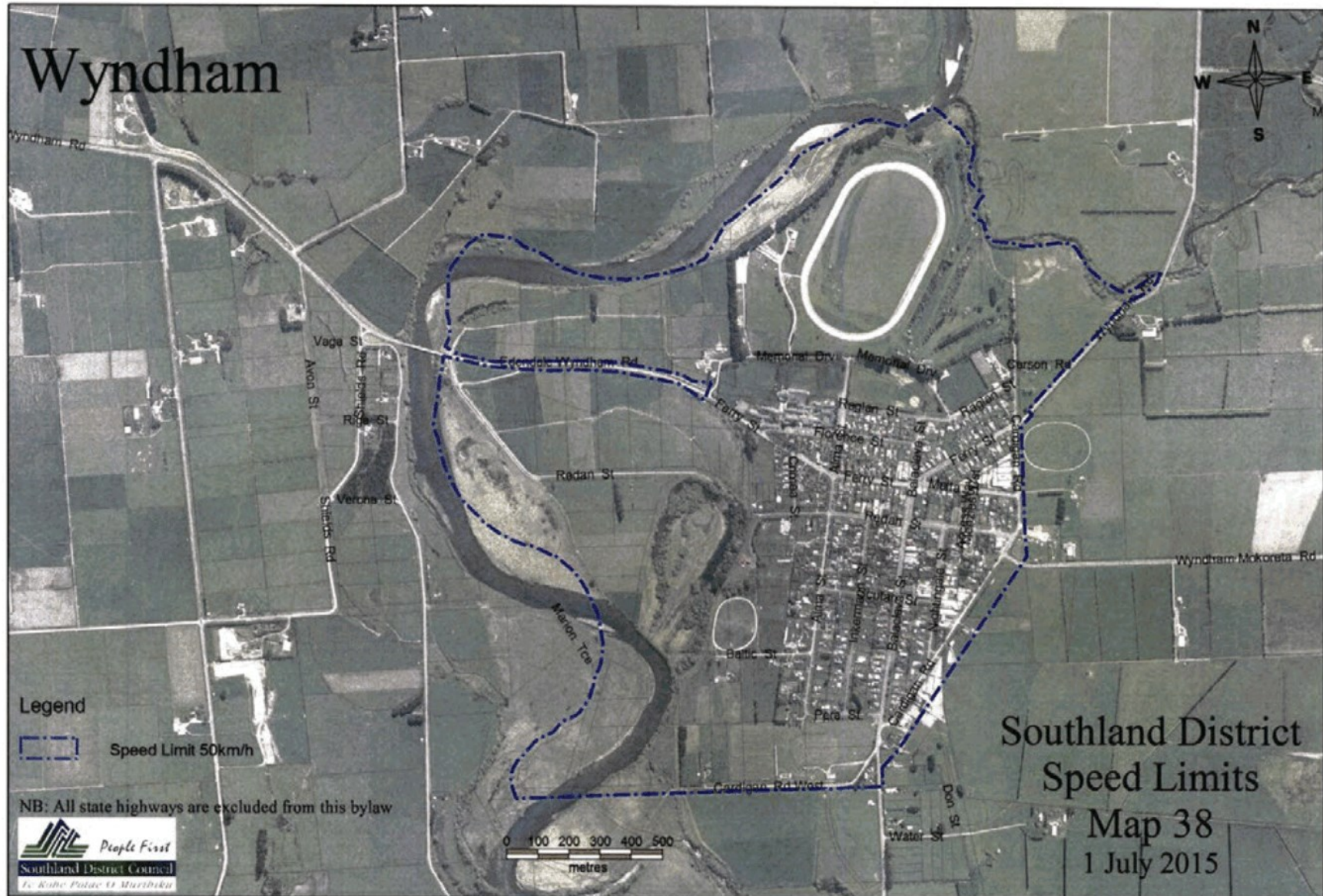














Southland District Council

Speed Limits Bylaw 2019

DRAFT

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Document Revision

Date	Amendment	Amended by	Approved by	Approval date
2020	Original		Council	xx 2020 – to come into effect xx 2020

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 12 day of August 2020 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 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 xx 2020.

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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
20 km/hr	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 7 and 63 and identified in the legend as being 20 km/hr.	12 August 2020	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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
30 km/hr	At Curio Bay All roads as marked on the map entitled Southland District Speed Limits, map 7 and 63 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
30 km/hr	At Mavora: All roads as marked on the map entitled Southland District Speed Limits, map 31, 32 and 64 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	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
30 km/hr	At Te Anau: All roads as marked on the map entitled Southland District Speed Limits, map 44 and 45 and identified in the legend as being 30 km/hr.	12 August 2020	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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Athol:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Southland District Council Rooding Bylaw 2001, Appendix 3</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Balfour:</p> <p>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 referenced in the appropriate schedule of the bylaw.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 28 July 1983, No. 109, page 2409.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Clifden:</p> <p>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</p>	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	a different speed limit, as referenced in the appropriate schedule of the bylaw.			
50 km/hr	<p>At Colac Bay:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	
50 km/hr	<p>At Dipton:</p> <p>All roads except state highways within the area marked on the map entitled Southland District Speed Limits, map 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.</p>	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Edendale:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 22 November 1979, No. 107, page 3617.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Garston:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
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>	12 August 2020	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>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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>	12 August 2020	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>
50 km/hr	<p>At Monowai:</p> <p>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..</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Mossburn:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 2 June 1977, No. 63, page 1566.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Nightcaps:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Ohai:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Orepuki:</p> <p>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.</p>	12 August 2020	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>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Otautau:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Piano Flat:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Riversdale:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Riverton:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Stewart Island:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Te Anau:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 12 February 1987, No. 20, page 715.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Thornbury:</p> <p>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.</p>	12 August 2020	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</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Tuatapere:</p> <p>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.</p>	12 August 2020	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>
50 km/hr	<p>At Waikaia:</p> <p>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.</p>	12 August 2020	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>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Wallacetown:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 3 March 1983, No. 26, page 572.</p> <p>Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Winton:</p> <p>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.</p>	12 August 2020	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. 2 2007</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	<p>At Woodlands:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 26 May 1988, No. 89, page 2165.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>
50 km/hr	<p>At Wyndham:</p> <p>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.</p>	12 August 2020	Speed Limits Bylaw 2019	<p>Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371.</p> <p>Southland District Council Speed Limits Bylaw 2005</p> <p>Southland District Council Speed Limits Bylaw 2015</p>

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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Roding Bylaw 2001, Appendix 2 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
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.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	
60 km/hr	At Garston:	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2015

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads as marked on the map entitled Southland District Speed Limits, map 12 and identified in the legend as being 60 km/hr.			
60 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 60 km/hr.	12 August 2020	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
60km/hr	At Haldane: All roads as marked on the map entitled Southland District Speed Limits, map 37, 42, 49, 50 and 63 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
60km/h	At Lochiel: All roads as marked on the map entitled Southland District Speed Limits, map 65 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
60 km/hr	At Te Anau: All roads marked on the map entitled Southland District Speed Limits, map 44 and identified in the legend as being 60 km/hr	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
60 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 60 km/hr.	12 August 2020	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
60 km/hr	At Tokanui: All roads as marked on the map entitled Southland District Speed Limits, map 49 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
70 km/h	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 7 and 63 and identified in the legend as being 70 km/hr.	12 August 2020	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
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.	12 August 2020	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
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.	12 August 2020	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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	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
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.	12 August 2020	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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	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
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
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.	12 August 2020	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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Riding Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Curio Bay: All roads as marked on the map entitled Southland District Speed Limits, map 07 and 63 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
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.	12 August 2020	Speed Limits Bylaw 2019	
80km/hr	At Haldane: All roads as marked on the map entitled Southland District Speed Limits, map 7, 14, 37, 42 and 63 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
80km/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 80 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
80km/h	At Lochiel:	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads as marked on the map entitled Southland District Speed Limits, map 65 and identified in the legend as being 80 km/hr.			
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Mavora Lakes: All roads as marked on the map entitled Southland District Speed Limits, map 5, 26, 27, 31, 32 and 64 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
80 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 80 km/hr.	12 August 2020	Speed Limits Bylaw 2019	
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.	12 August 2020	Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Tokanui:	12 August 2020	Speed Limits Bylaw 2019	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads as marked on the map entitled Southland District Speed Limits, map 49 and 50 and identified in the legend as being 80 km/hr.			
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.	12 August 2020	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
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.	12 August 2020	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.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
100 km/hr	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:	12 August 2020	Clause 3.4(2) Land Transport	Regulation 21(1) Traffic Regulations 1976.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	(a) described as having a different speed limit in the appropriate schedule of the Bylaw; or (b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of the Bylaw.		Rule: Setting of Speed Limits 2017 Speed Limits Bylaw 2019	Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

Schedule 9 - Holiday Speed Limits

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

Schedule 10 - Variable Speed Limits

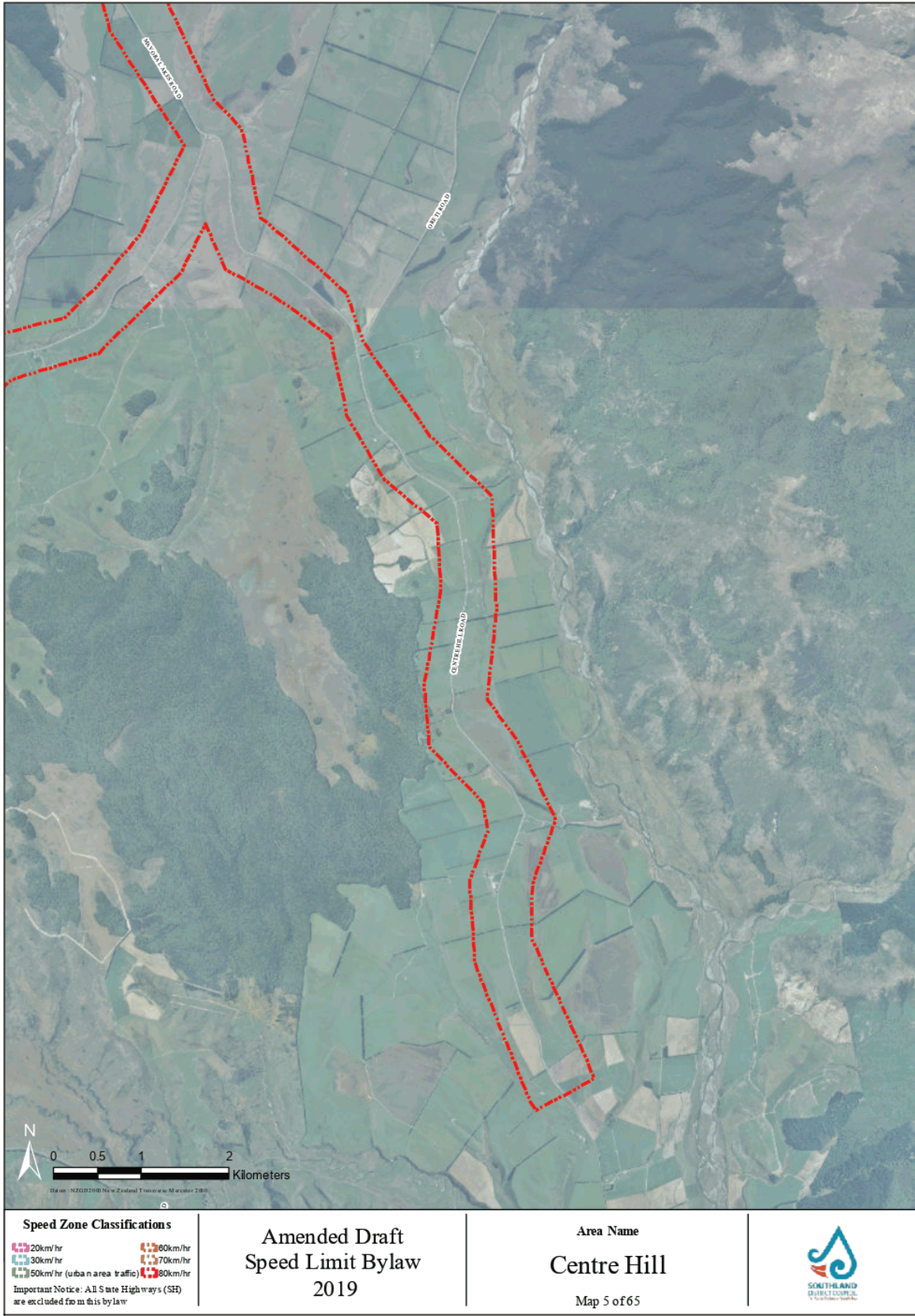
SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
NA	No Variable Speed Limits within District.	N/A	N/A	N/A





















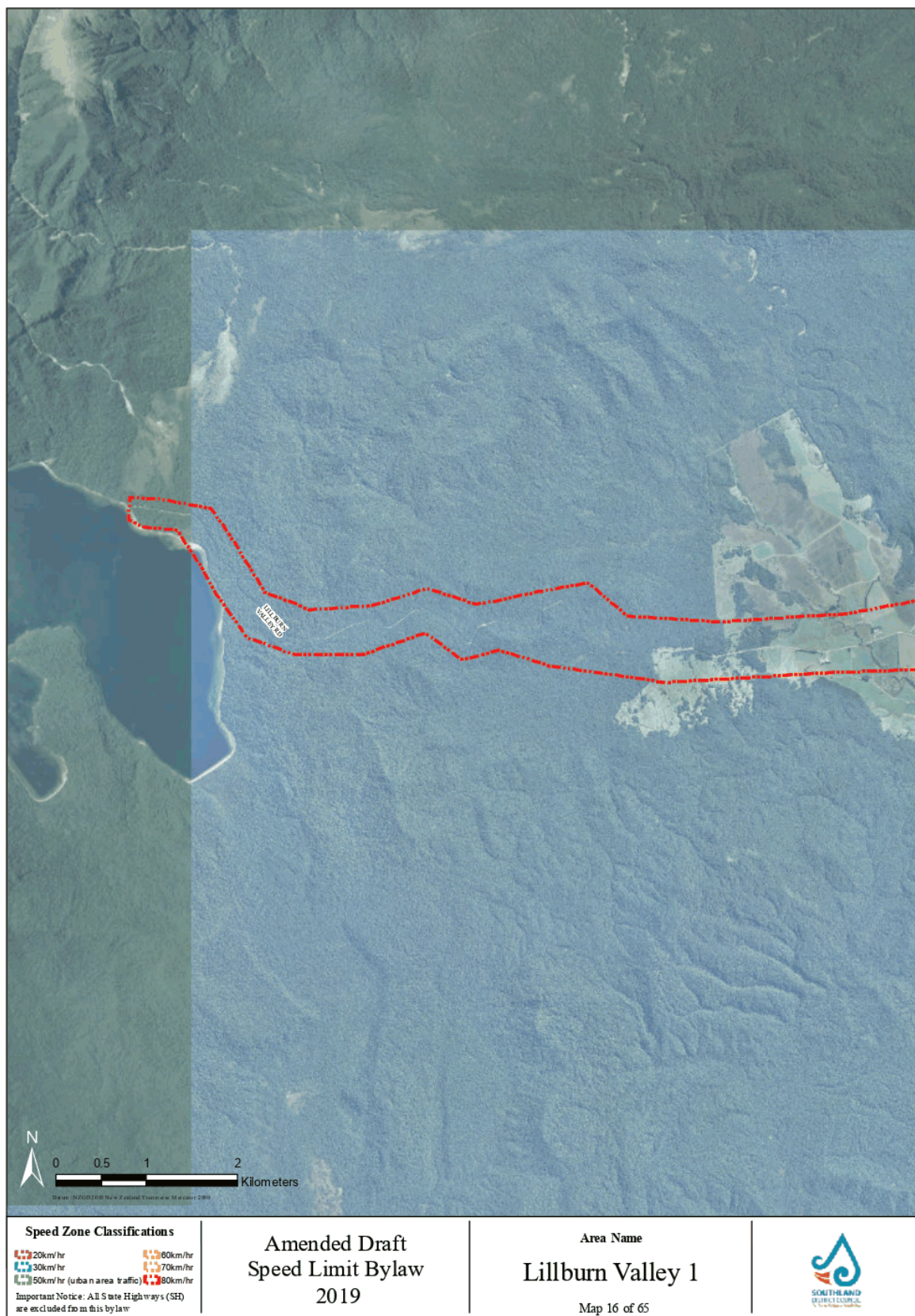






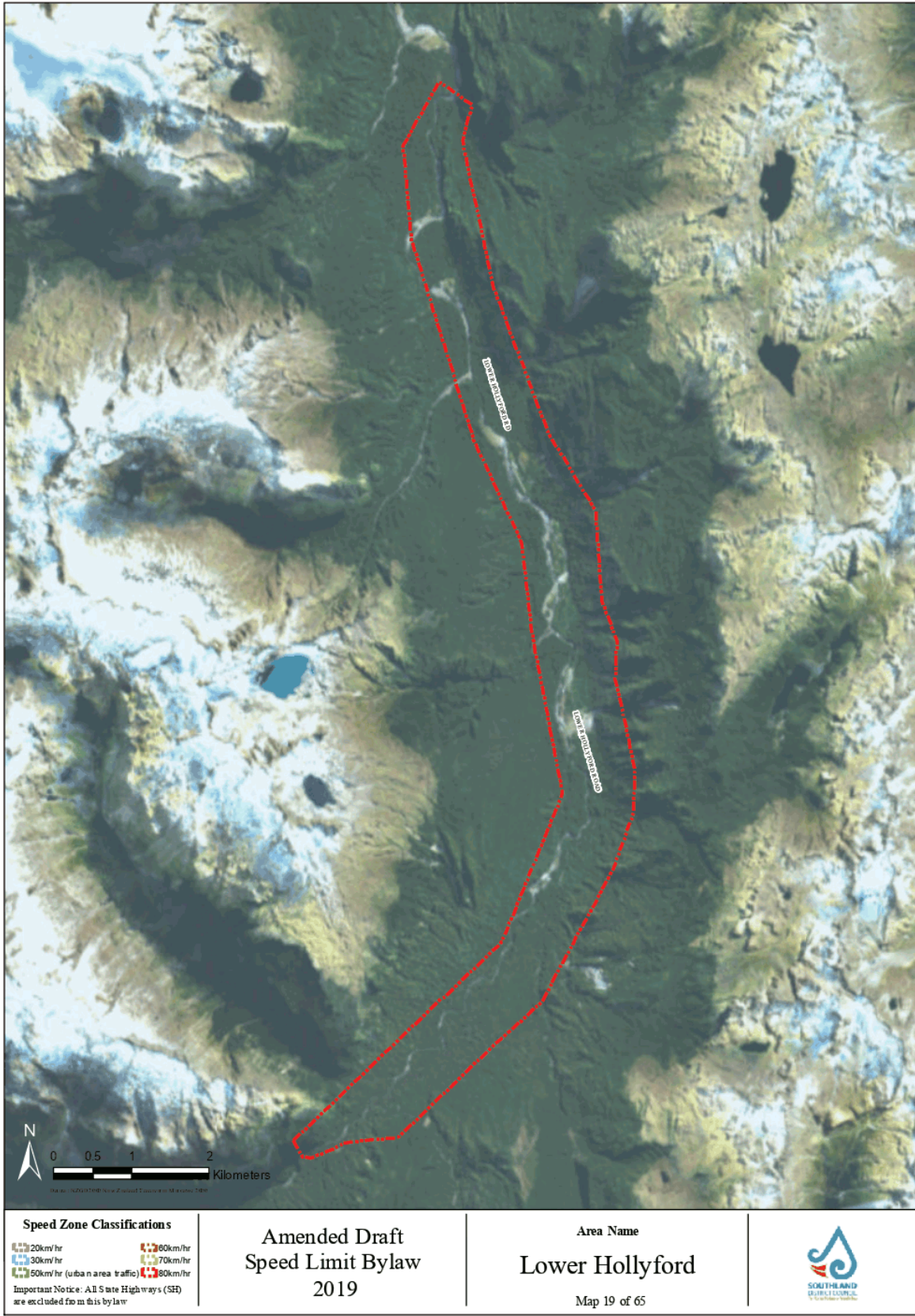




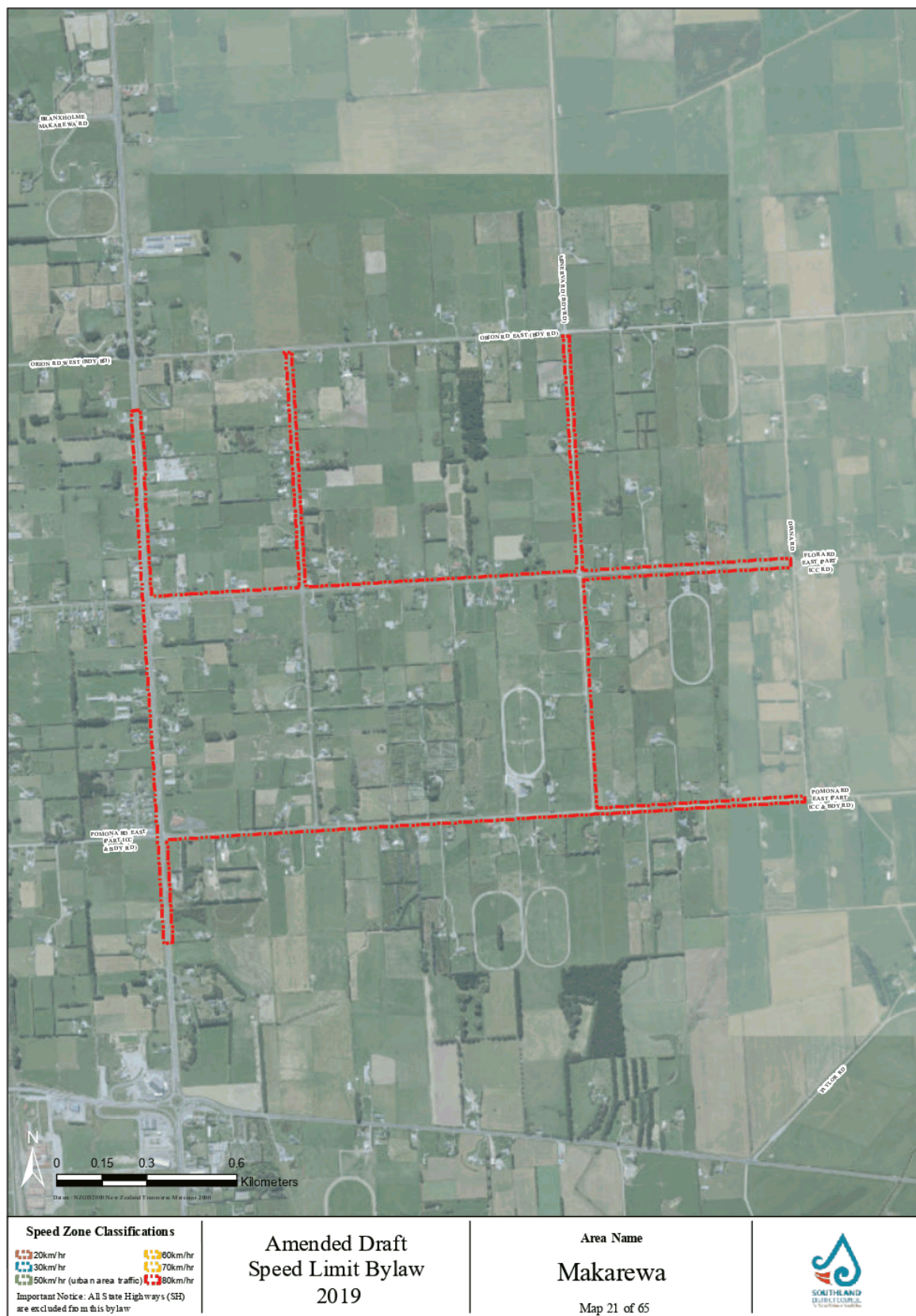


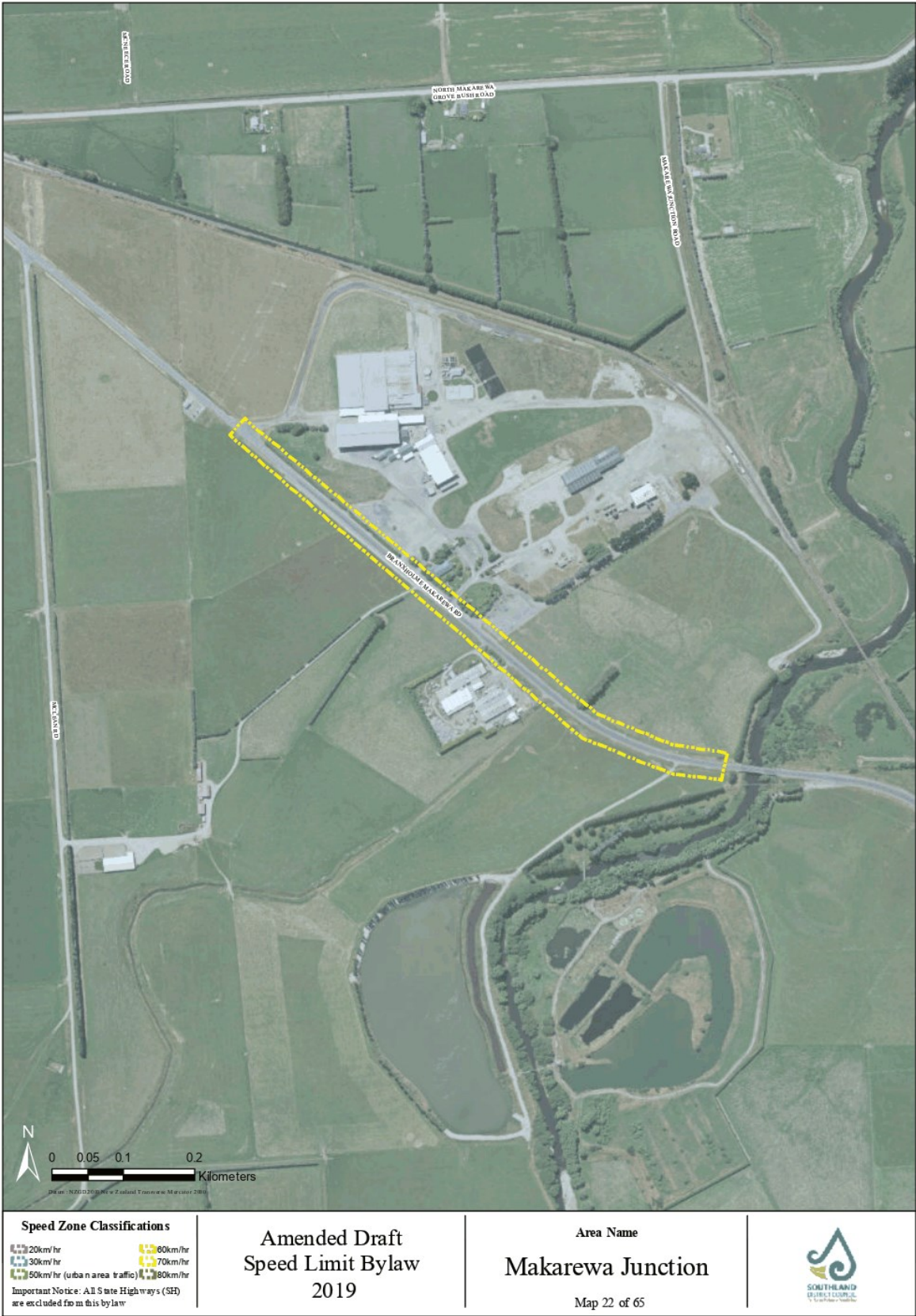


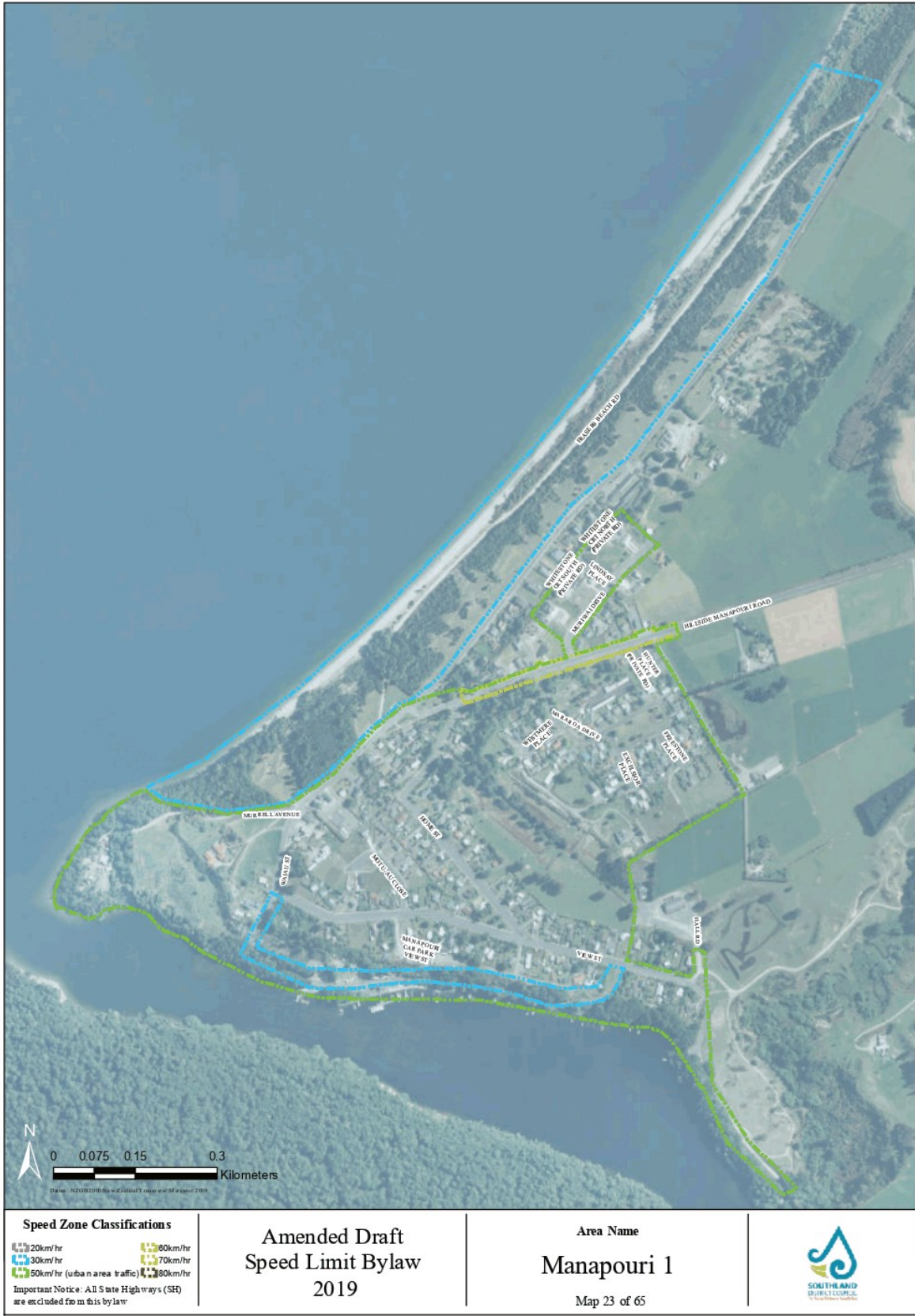






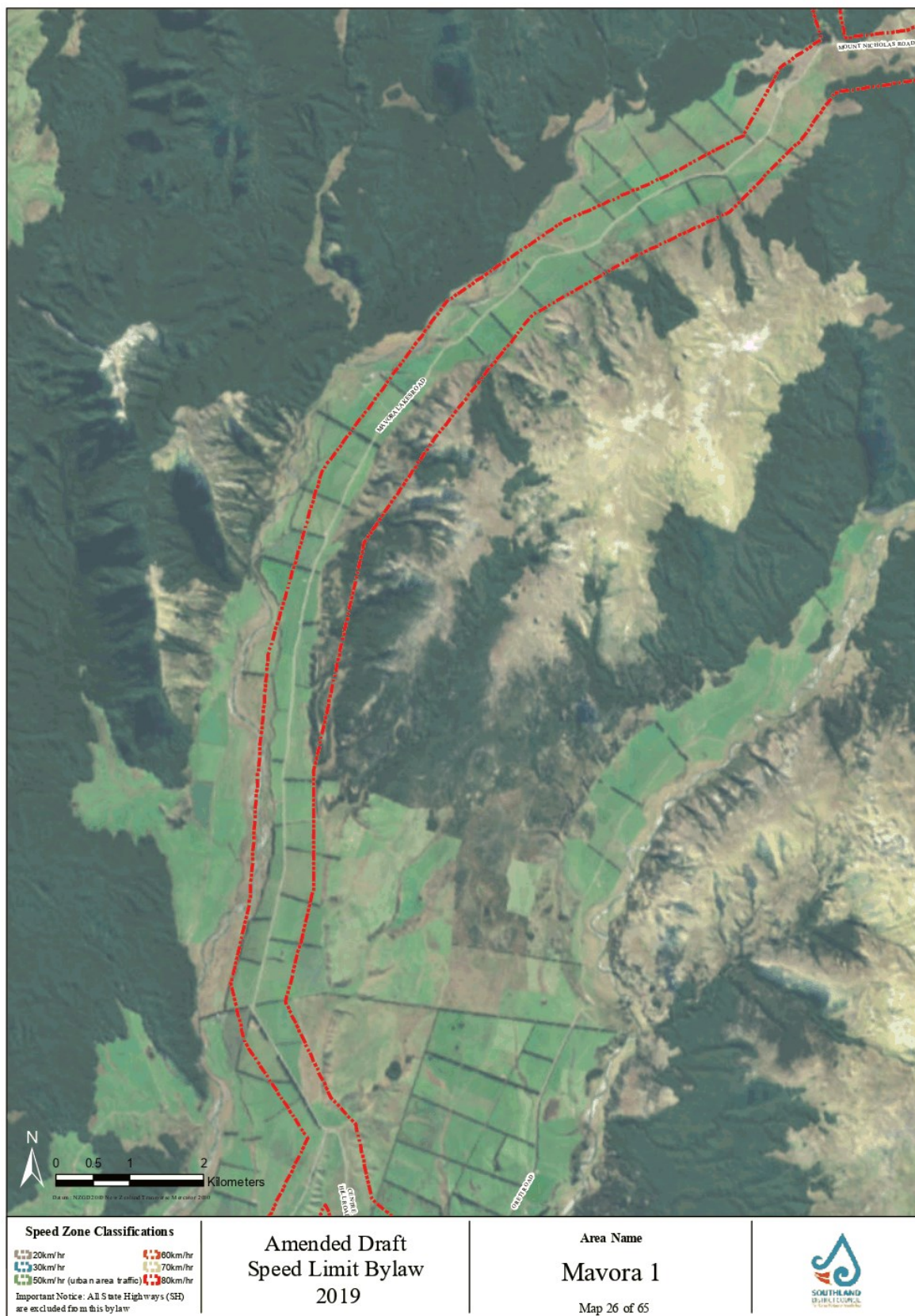


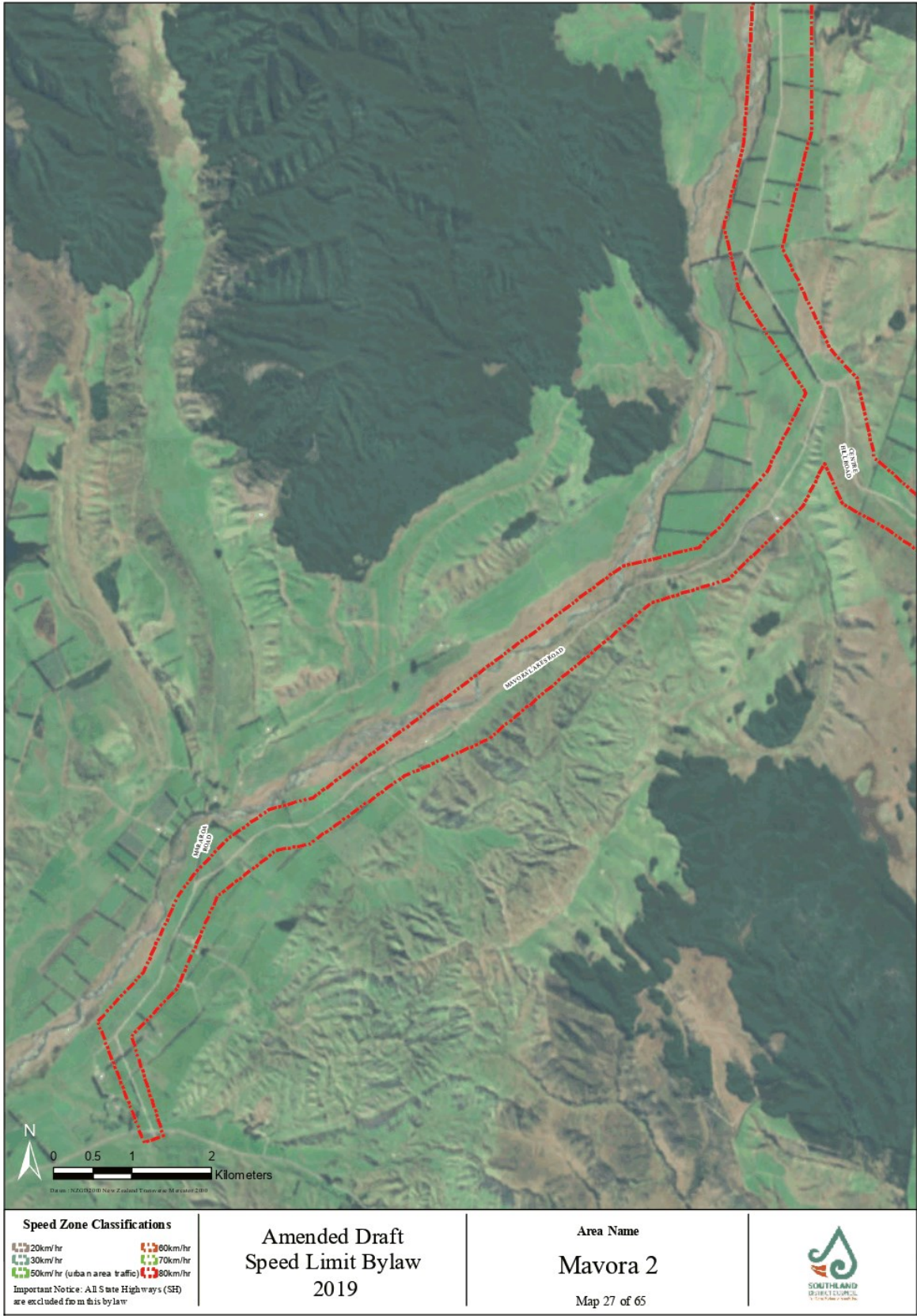




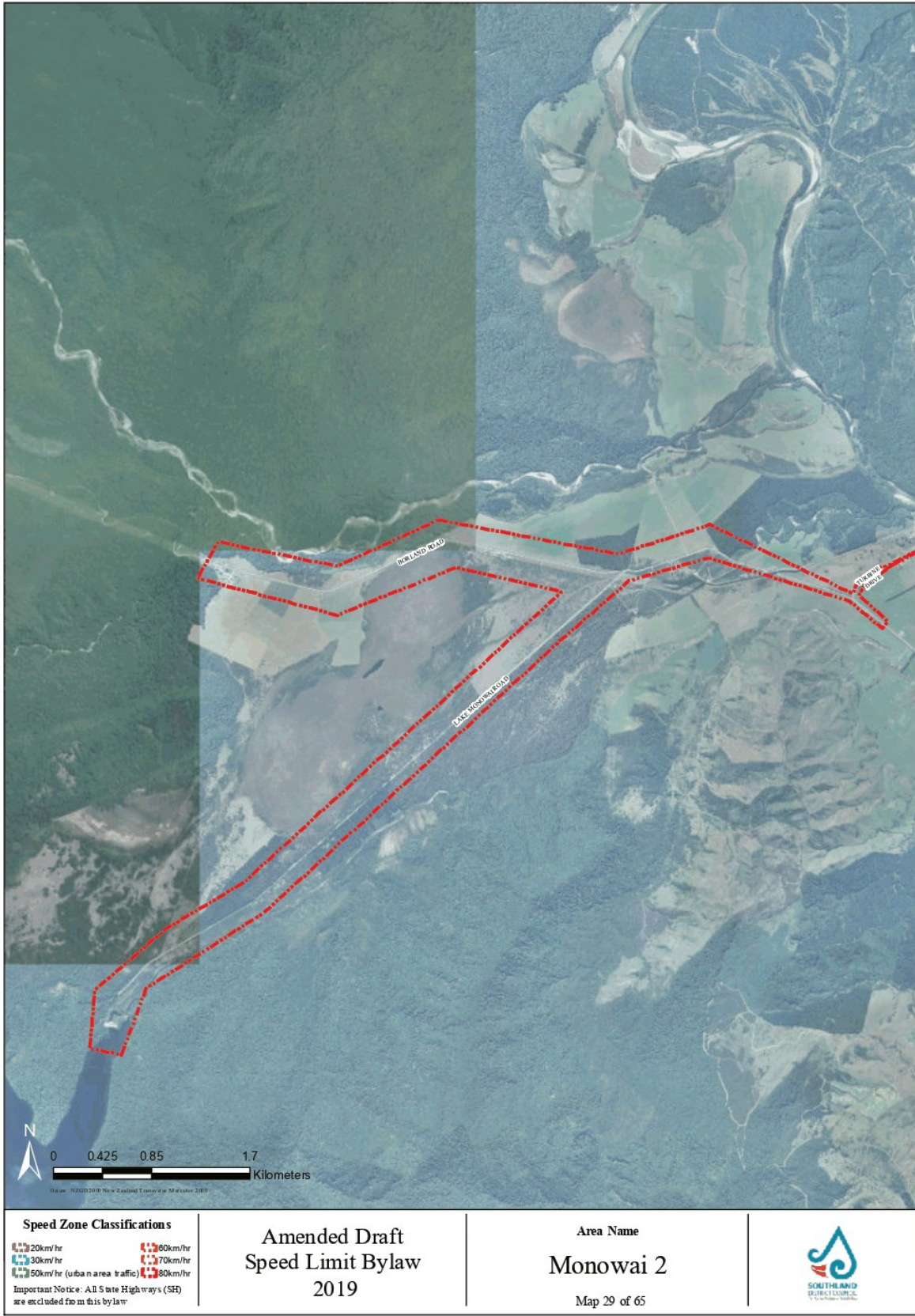






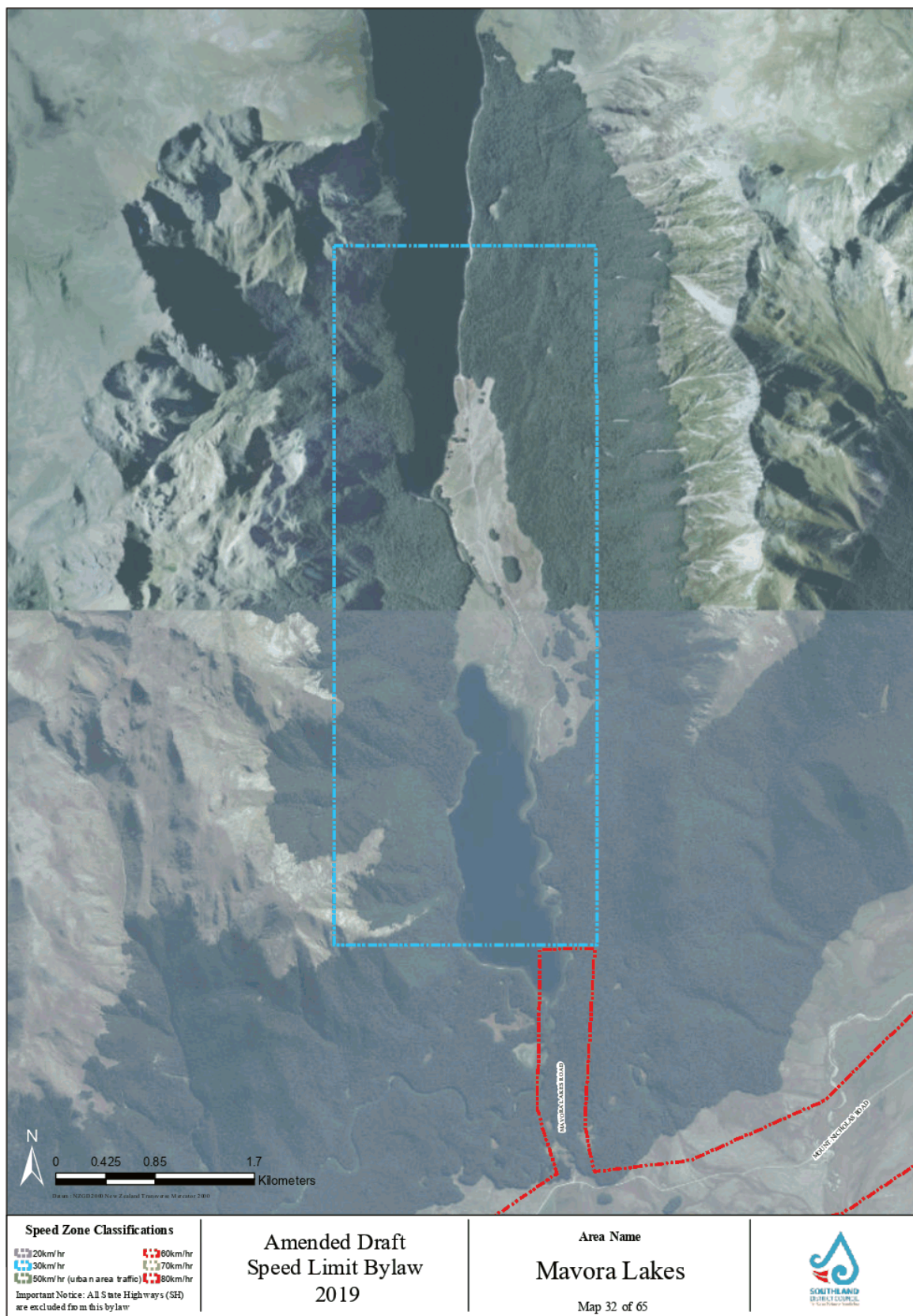


















































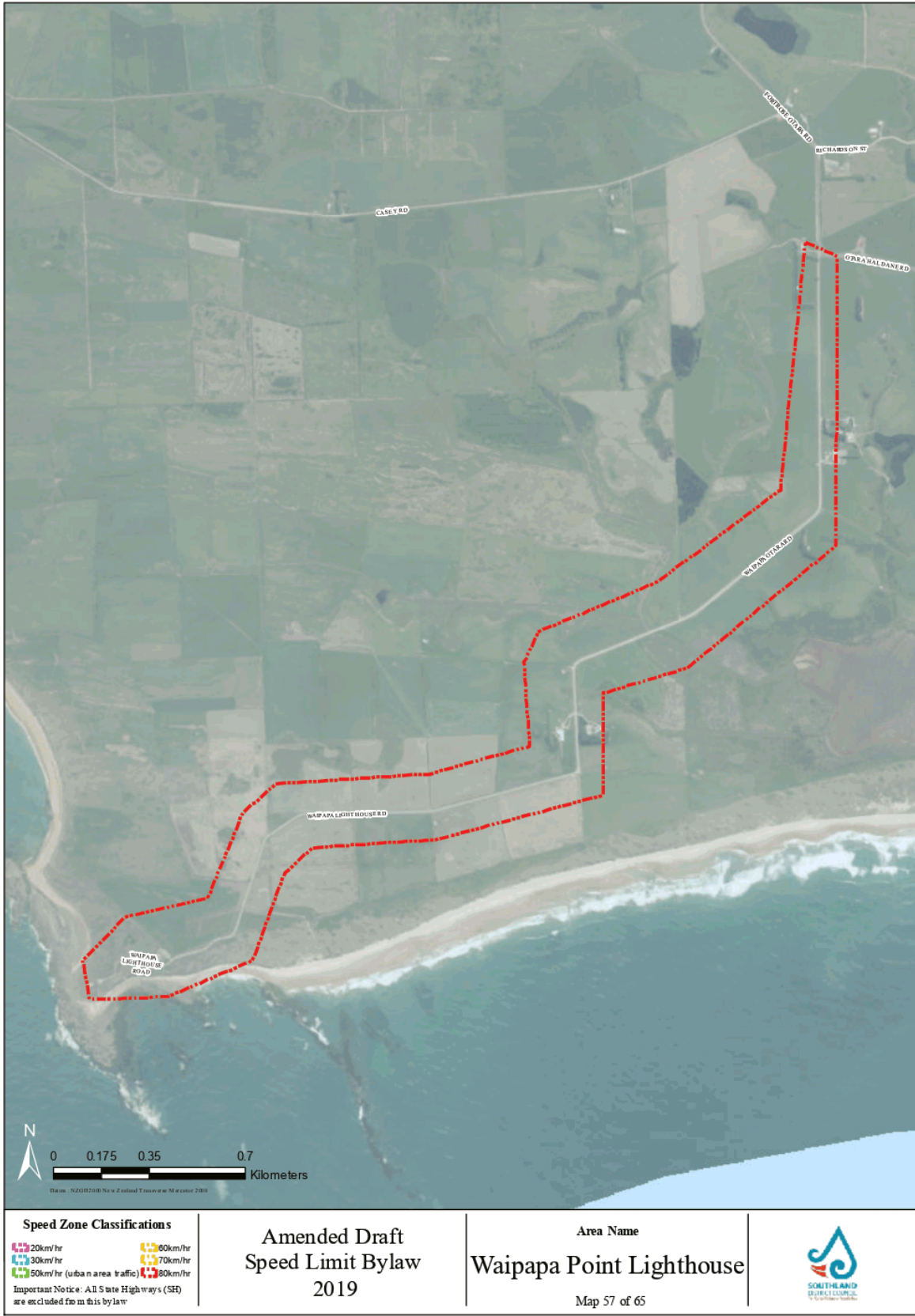














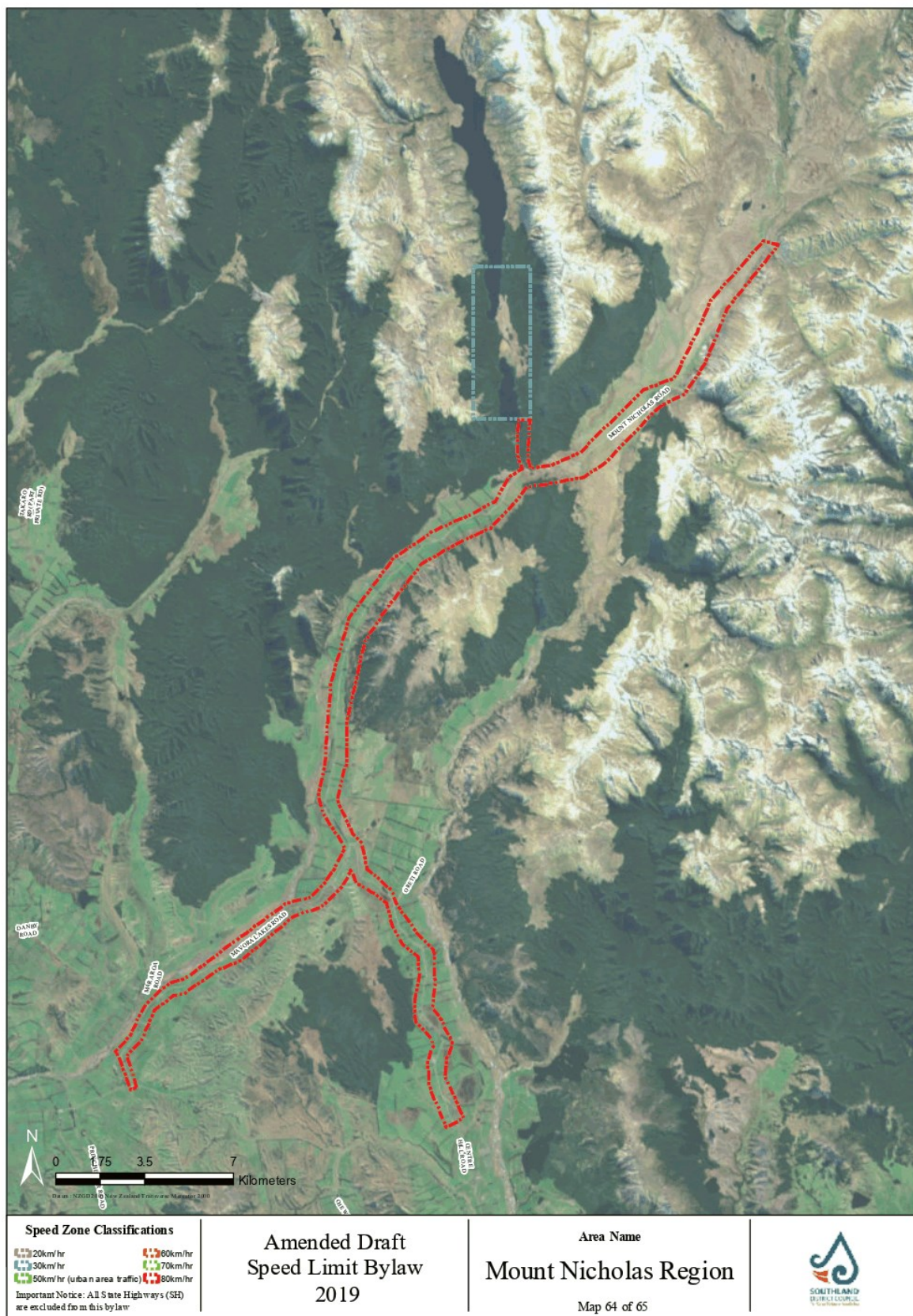














Key Issues and Options

Draft Speed Limits Bylaw

Record number: R/20/1/1517
Author: Carrie Adams

Issue 1 – Lochiel School

Background

Over ten submissions were received requesting that Council lower the speed limits on the roads around Lochiel School and township. This pertains to three roads which currently have a speed limit of 100km/h: Smith Road, and portions of Lochiel Bridge Road and Lochiel Branhholme Road.

Summary of feedback

The feedback regarding these roads was consistent in expressing concern regarding reduced visibility at the intersections of these roads close to the school due to hills and corners, as well as there being no or limited verge on the roadside. Some of the submissions suggested mechanisms other than reduced speed limits, such as flashing school signs.

Discussion

Following this feedback, Council roading engineers have reviewed the current speed limits on these three roads. Smith Road supports a reduction to 60km/h due to the entrance to Lochiel School being on this road. Assessment of Lochiel Bridge Road and Lochiel Branhholme Road support a reduction from 100km/h to 80km/h for specific sections of each road; they do not meet the current NZTA requirements to reduce the speed limit further. A 70km/h speed limit, as suggested by several submitters, is not consistent with NZTA rules.

The addition of flashing 'school' lights is not a bylaw mechanism. It is recommended that this is investigated as part of a wider review of rural school road safety, discussed below.

Council is able to consider changes to these roads; they are 'on the table' due to the large number of submissions received. There is a low risk of legal challenge to making changes to these roads now, as they relate to a specific area where there is justification for the reductions.

Lochiel School provides an example of how a blanket 60km/h speed limit for all rural schools in the District may not be as effective as examining the particular surroundings at each school. To solely reduce the speed limit on Smith Road would fail to consider the safety issues on the adjoining roads and the possibility of other measures.

Options

Staff have identified three reasonable practical options on how Council could proceed on this issue, these are:

- Option 1** That Council endorse a speed limit of 60km/h to Smith Road, and 80km/h for sections of Lochiel Bridge Road and Lochiel Branhholme Road now, and include

1

Lochiel in a pro-active audit on road safety around all District schools (see Issue 2 below)

- Option 2 Delay any changes to Lochiel and request that staff prepare a separate report for consideration by the Services and Assets Committee at its 6 May 2020 meeting. The report would provide details about what a pro-active audit on road safety around all District schools would entail, as well as possible interim measures, and then make a decision on changes to Lochiel School roads (see Issue 2 below)
- Option 3 Delay any changes to Lochiel and that Council endorses a pro-active audit and interim measures on road safety around District schools now, and allocate further resources to do this on an expedited basis (see Issue 2 below).

Option 1 - That Council endorse a speed limit of 60km/h to Smith Road, and 80km/h for sections of Lochiel Bridge Road and Lochiel Branhholme Road now, and include Lochiel in a pro-active audit on road safety around all District schools

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> incorporates community views speed limit reductions are supported by technical assessment Council has captured a lot of community views through feedback to the consultation process and is in an informed position allows for changes to be incorporated in the current bylaw review process 	<ul style="list-style-type: none"> other communities may be upset that their schools were not considered for speed limit reductions additional measures, such as flashing school signs, may have to be considered at a later date, in line with further work on school road safety

Option 2 – Delay any changes to Lochiel and request that staff prepare a separate report for consideration by the Services and Assets Committee at its 6 May 2020 meeting. The report would provide details about what a pro-active audit on road safety around District schools would entail, as well as possible interim measures, and then make a decision on changes to Lochiel School roads

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> a multi-agency approach will ensure robust information gathering about each school will allow Council more time to plan strategically on the appropriate measures for Lochiel School road safety 	<ul style="list-style-type: none"> the community may have an expectation that changes are made now non-speed limit mechanisms may be implemented at any time, but any changes to speed limits would likely happen in line with the next review of the bylaw in five years

Option 3 - Delay any changes to Lochiel and that Council endorses a pro-active audit and interim measures on road safety around District schools now, and allocate further resources to do this on an expedited basis

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> audit would occur over a faster time frame than Option 2 	<ul style="list-style-type: none"> the community may have an expectation that changes are made now

2

<ul style="list-style-type: none"> • a multi-agency approach will ensure robust information gathering about each school. • will allow Council more time to plan strategically on the appropriate measures for Lochiel School road safety 	<ul style="list-style-type: none"> • non-speed limit mechanisms may be implemented at any time, but any changes to speed limits would likely happen in line with the next review of the bylaw in five years
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Recommendation

- Option 1 That Council endorse a speed limit of 60km/h to Smith Road, and 80km/h for sections of Lochiel Bridge Road and Lochiel Branhholme Road now, and include Lochiel in a proactive audit on road safety around all District schools.

Excerpts of feedback about Lochiel School

SUBMITTERS' COMMENTS

I propose to reduce the speed on Lochiel Bridge Road to 50km/h along Lochiel School. When you drive towards the school from the Winton Lorneville Highway turnoff there's a blind hill and you can't see what's 'behind' the hill. You don't see if there's a school bus or other vehicles coming out of Smith Road, you don't see if there are any people on the road. Given the fact that it's a school, there's a high likelihood that children just run onto the road or bike onto the road and if there's a vehicle coming at the current speed of 100km/h the outcome would be a disaster. In my opinion it's an accident waiting to happen and I would hate for it to happen

Lochiel Branhholme Road – starting at the intersection with the Winton Invercargill Highway (at Lochiel Trailers) and ending near the Hideaway 201 – currently 100km; propose 70km based on the number of young children who live in this area, the proximity to Lochiel School, the narrow road with no/limited verge on roadside, blind corners, and the amount of traffic using this road as a bypass route between Winton and Invercargill

Flashing school light around Lochiel School.

Lochiel School is situated on a T intersection between Lochiel Bridge Road and Smith Road. When exiting Smith Road, vision is blocked to the right, due to an incline in the hill that prevents drivers and pedestrians being able to see oncoming vehicles. When travelling East Bound, and with the speed limit of 100km, this road is very dangerous for drivers, passengers and pedestrians. Those exiting Smith Road, have limited time to cross the road. A recent exercise by the Police Education Officer found that if a vehicle was approaching from the East at a speed of 100km, and a car was exiting Smith Road, that car would be unable to safely cross the centreline of the road in time. The Lochiel community is built up of local housing, so this is not only an issue for the school but for local children in the community who are readily using this road. We would appreciate a revision of this road, with appropriate measures put in place to ensure that any vehicle or child crossing would have the time necessary to do so without being in danger. Currently there are multiple buses using this intersection, and we wish to be proactive rather than reactive to the risk posed to the Lochiel Community. Consideration should be given to placing an appropriate speed limit, after specialised reports are completed to reduce the risk to the community.

Issue 2 – Road safety around District schools

Background

There were submissions that requested Council consider a blanket 60km/h speed limit around rural schools throughout the District. There are approximately 12 schools that are adjacent to roads that have a speed limit greater than 60km/h.

Increasing the safety of roads around the District's schools is not isolated to the setting of speed limits, it includes a range of mechanisms of which speed limits are only one part.

Reducing speed limits around schools is part of the Tackling Safe Speed programme announced on 28 November 2019 by the Ministry of Transport. No further information from the Ministry of Transport on the timing of this programme has been released as yet; it is understood that legislative change is required in the first instance before it can be applied throughout New Zealand.

Summary of feedback

Several submissions suggested reducing speed limits around schools, including a blanket 60km/h speed limit around all rural schools. Some submitters expressed that a 50km/h speed limit around their local school was too fast, and that they would like to see further reductions.

Discussion

Council should consider how it would like to improve road safety around schools. Given that the scope of the review for the draft bylaw did not include all schools in the District, it would be problematic to implement a blanket 60km/h for all rural schools without further information on the most appropriate measures available for each school. Without other engineering interventions, a blanket speed limit would not provide the desired result. These engineering mechanisms include narrowing roads and changing school carpark locations or flow. These may be more effective at increasing safety but could also potentially occur alongside speed limit changes. It is unlikely that a blanket 60km/h speed limit isolated to sections around schools would be approved by NZTA under the current rules, and would substantially delay the implementation of the draft bylaw.

If Council elected to investigate the range of options available to increase road safety around schools first, this would include collaboration between Council's roading engineers, Road Safety Southland (RSS), Police, schools, Public Health South and other stakeholders. These alternatives could include a blanket speed limit reduction or variable speed limit (lowered limits at certain times of day) alongside other options, such as education tools, signage and engineering solutions (change to road width, carpark set up, advance signage of school zones, flashing lights, etc.).

Once the measures available have been investigated, an informed decision could be made by Council as to how a 60km/h speed limit around the District's schools could be achieved, and advice can be developed on the other options that may be effective for each school.

Safety around school roads is not a new initiative in the District as there are ongoing education programs facilitated by RSS. Staff propose that Council consider a pro-active audit of road safety around the District's schools, first highlighting the areas where staff are aware of concerns, so that interim measures can also be considered. This work would be done on an ongoing basis over the next three to five years through activity management plans. In the alternative, if Council would like to expedite this work to occur over a shorter timeframe, it could elect to allocate resources to do so.

4

As mentioned above, the Ministry of Transport initiative in this area may facilitate changes, however the timing for this is unknown. Accordingly, it is recommended that Council initiate pro-active solutions to improve road safety for schools in the District.

Options

Staff have identified three reasonable practical options on how Council could proceed on this issue, these are:

- Option 1** That Council endorse that a separate report be prepared for consideration by the Services and Assets Committee. The report would provide details about what a pro-active audit on road safety around the District's schools could look like, as well as possible interim measures
- Option 2** That Council endorses a pro-active audit and interim measures on road safety around the District's schools now, and allocate further resources to do this on an expedited basis
- Option 3** That Council endorse further consultation regarding a blanket reduction of speed limits to 60km/h around rural schools now.

Option 1 – That Council endorse that a separate report be prepared for consideration by the Services and Assets Committee. The report would provide details about what a pro-active audit on road safety around the District's schools could look like, as well as possible interim measures

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• a multi-agency approach will ensure robust information gathering about each school• this option gives Council opportunity to develop an appropriate strategy, specific to the needs of each school• will feed into central government initiatives in on this issue	<ul style="list-style-type: none">• the public may want to see this work occur more quickly

Option 2 - That Council endorses a pro-active audit and interim measures on road safety around the District's schools now, and allocate further resources to do this on an expedited basis

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• a multi-agency approach will ensure robust information gathering about each school• this option gives Council the opportunity to develop an appropriate strategy, specific to the needs of each school• will feed into central government initiatives in on this issue	<ul style="list-style-type: none">• Council will need to endorse unbudgeted expenditure to fund this work to occur in the short term• other scheduled workflows may be delayed to accommodate for this work

Option 3 - That Council endorse further consultation regarding a blanket reduction of speed limits to 60km/h around rural schools now

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<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • supports some community views • consistent approach to rural school speed limits across District 	<ul style="list-style-type: none"> • does not use the full range of measures available to increase road safety around schools • does not address that there may be some situations where 60km/h speed limit is too fast • there may be apathy towards another consultation process regarding speed limits • will not ensure stakeholder input for each school • this option would delay the implementation of the draft bylaw • will provide little benefit without other engineering interventions

Recommendation

- Option 1 That Council endorse that a separate report be prepared for consideration by the Services and Assets Committee. The report would provide details about what a pro-active audit on road safety around the District's schools could look like, as well as possible interim measures.

Excerpts of feedback about road safety around schools

Submitters' comments
We support a majority of speed reductions in addition to suggesting a consistent 60km/h speed zone around all rural schools, including Boundary Road outside Drummond that has a proposed speed limit of 80km/h.
Duncan Street is a dead end only leading to the Tokanui Primary School. So I think a reduction of at least a 50km zone would best for the safety of those attending or visiting the school.
As you turn off the main road at Tokanui towards the Tokanui Tavern, I believe that 60km/h is too high. 40 or 50km is fast enough. Once again, the area dictates the speed and; there are kids in the skate park or travelling to and from school to consider.
I think the 80km/h speed limit around the dairy and school is also appropriate. It allows people/kids to learn the meaning of road awareness!!!!

Issue 3 – Speed limit reduction on Stewart Island/Rakiura

Background

Staff did not assess roads on Stewart Island as part of the draft bylaw review. Safety was one reason for the request from submitters to reduce the island speed limit from 50km/h to 30km/h. The other reason proposed for a lower speed limit is to allow for reduced power electric vehicles, which are unable to travel 50km/h. The latter is a wider policy discussion. Accordingly, a change of this type is of a broader nature than Council's Speed Limits Bylaw, as the reasons for it go beyond safety and extend to the definition of Stewart Island as a 'place'. Preliminary assessment by the transportation team found that 90% of Stewart Island's roads have a safe and appropriate speed of 50km/h to 80km/h.

6

Summary of feedback

There were some submissions requesting that Council consider reducing the speed limit to 30km/h on Stewart Island.

Discussion

Through the Stewart Island Community Board, Council could gather feedback to gauge the appetite in the community for this proposal. If the response is positive, staff recommend that further investigation into reducing speed limits be completed through the long term Stewart Island strategic planning that is currently taking place. The idea of reducing the speed limit is more appropriately part of broad discussions about the future direction of Stewart Island rather than a specific isolated issue. Staff recommend that it would be detrimental to consider this issue in isolation from wider island planning.

Proceeding as outlined above would mean that no changes would be made to the draft bylaw.

Alternatively, Council could put the draft bylaw on hold and return to consultation on this issue now. This would delay the adoption and implementation of the draft bylaw.

Options

Staff have identified two reasonable practical options on how Council could proceed on this issue, these are:

- Option 1** Request staff prepare a report that presents the proposal to reduce Stewart Island's speed limit for consideration as part of Stewart Island long term planning to the Stewart Island Rakiura Community Board for feedback at its 6 April 2020 meeting.
- Option 2** That Council endorse putting the draft bylaw on hold and re-opening the draft bylaw for consultation on a reduction of speed limits on Stewart Island from 50km/h to 30km/h now.

Option 1 - Request staff prepare a report that presents the proposal to reduce Stewart Island's speed limit for consideration as part of Stewart Island long term planning to the Stewart Island Rakiura Community Board for feedback at its 6 April 2020 meeting.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• obtains feedback at the community board level before proceeding further• ensures that the reduction of speed limits is discussed with a broad lens as part of wider strategic planning• can be incorporated into work that is already in progress	<ul style="list-style-type: none">• some community views did not support reducing speed limits on the island

Option 2 - That Council endorse putting the draft bylaw on hold and re-opening the draft bylaw for consultation on a reduction of speed limits on Stewart Island from 50km/h to 30km/h now

<i>Advantages</i>	<i>Disadvantages</i>
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<ul style="list-style-type: none">would capture some community views on the issue	<ul style="list-style-type: none">without further information on the viability of reducing the speed limit, it would be difficult to implementwill delay implementation of the draft bylawthe public may have an expectation that the draft bylaw is adopted nowsome community views did not support reducing speed limits on the islandis not a holistic approach to determining the viability of reducing speed limits to 30km/h on Stewart Island
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Recommendation

- Option 1 Request staff prepare a report that presents the proposal to reduce Stewart Island's speed limit for consideration as part of Stewart Island long term planning to the Stewart Island Rakiura Community Board for feedback at its 6 April 2020 meeting.

Excerpts of feedback about reducing the speed limit on Stewart Island from 50km/h to 30km/h

SUBMITTERS' COMMENTS

Reasons: due to speed bumps and pedestrian traffic it isn't possible to drive within Oban faster than 30km/h anyway and those speed bumps could become obsolete or replaced by less drastic methods.

Golden Bay needs to be included as on the way to Golden Bay is a sport field used also by school children and it becomes a single lane road where due to possible opposite traffic a limited speed of no more than 30km/h is just not practical nor safe.

We further like to initiate a private members bill in Parliament allowing electric cars for Stewart Island which are not held by the usual NZTA requirement, for example a crash test, and thereby enabling the direct import of Chinese electric cars without modification.

I believe the status quo is that all roads on the Island have a speed limit of 50km an hour and I totally agree with that limit. Any lowering below 50 km limit is going to encourage law breaking where there isn't the policing to enforce it and may end up making the roads more unsafe. 50km an hour is a sensible and safe speed limit.

The current speed bumps are somewhat disruptive for vans, pickups and similar with cargo, but seen as necessary to slow down below the current speed limit of 50km/h. Therefore we propose a general speed restriction for Stewart Island incl. Golden Bay of 30km/h.

Issue 4 – Reductions to the roads around Mavora Lakes, Lake Monowai, Lower Hollyford Road and Lillburn Valley Road

Background

The following roads were all assessed as part of the draft bylaw review. They have a current speed of 100km/h and it is proposed to reduce the speed on the following roads to 60km/h:

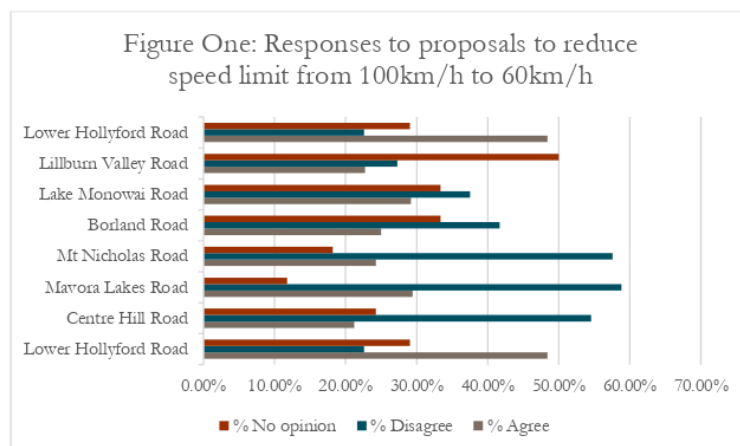
- Lower Hollyford Road
- Centre Hill Road
- Mavora Lakes Road
- Mt Nicholas Road
- Borland Road
- Lake Monowai Road
- Lillburn Valley Road
- Lower Hollyford Road

Council is being asked to consider these roads together due to their proximities and similarities. It would be confusing for motorists and enforcement to apply different speed limits to this group of roads.

Summary of feedback

Feedback about changing the speed limits on Centre Hill Road, Mavora Lakes Road and Mt Nicholas Road voiced that these roads are wide and largely straight, such that reducing the speed limit to 80 km/h would be reasonable, but that 60 km/h is too slow. Agricultural and tourist operators who use these roads voiced concern that the speed limit reduction proposed would adversely affect their businesses with increased travel time. Feedback was received that the proposed reduction will not be enforced or improve safety for cyclists and will increase the likelihood of risky driving, such as trying to pass in inappropriate places. It was also stated that visitor traffic is courteous and visitors generally travel at a safe speed, due to being unfamiliar with the roads.

Figure One shows whether respondents agreed, disagreed or had no opinion to the proposal to reduce the speed limit to 60km/h from 100km/h on the roads listed.



Discussion

As part of the bylaw review, an assessment was carried out on the roads listed above, applying NZTA strategy, rule and guide. The primary reasons for the proposed speed reductions for these roads include increasing road safety on highly frequented roads, including visitor routes as well as narrow, winding unsealed roads.

The New Zealand Speed Management Guide provides a classification method which combines the Infrastructure Risk Rating (IRR) and Collective and Personal Risk metrics to determine a speed appropriate for the road function, design, safety and use for both urban and rural areas. The IRR assessment tool takes into account the crash statistics for a given road.

Collective and Personal risk is another input to speed management recommendations. The crash risk measure for roads is a combination of Collective Risk (being likelihood for a given location) or Personal Risk (being driver likelihood given distance travelled).

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

The proposed reduction to 60km/h is deemed the safe and appropriate operating speed for these roads taking into account the road function, design, safety and use.

It is open to Council to consider a different speed limit to what is proposed in the draft bylaw. However, varying from the proposed speed limit means that Council is not proceeding in line with the assessment recommendation for these roads.

Options

Staff have identified three reasonable practical options on how Council could proceed on this issue, these are:

Option 1: That Council endorses the proposed reduction to 60km/h for these roads:

- Lower Hollyford Road
- Centre Hill Road
- Mavora Lakes Road
- Mt Nicholas Road
- Borland Road
- Lake Monowai Road
- Lillburn Valley Road
- Lower Hollyford Road

Option 2: That Council endorses a speed limit of 80km/h for these roads

Option 3: That Council endorses a different speed limit for some of these roads and not others.

Option 1 - That Council endorses the proposed reduction to 60km/h for these roads

Advantages	Disadvantages
<ul style="list-style-type: none">• 60km/h is consistent with technical assessment for these roads• this option is consistent with NZTA recommendation that all gravel roads be reduced to 60km/h over a graduated period of time• incorporates some community views	<ul style="list-style-type: none">• some community views did not support the proposed changes• feedback suggested a 60km/h speed limit may adversely affect tourist and agriculture operators due to longer travel times

Option 2 - That Council endorses a speed limit of 80km/h for these roads

Advantages	Disadvantages
<ul style="list-style-type: none">• incorporates some community views• status quo may make the speed limit easier to enforce/follow	<ul style="list-style-type: none">• 80km/h is not supported by the technical assessment• will not be giving effect to the NZTA rules and objective to reduce speed limits• there is the potential that NZTA object to 80km/h speed limits for these roads

Option 3 - That Council endorses a different speed limit for some of these roads and not others	
Advantages	Disadvantages
<ul style="list-style-type: none"> incorporates some community views would give clarity on Council's preferred approach 	<ul style="list-style-type: none"> differing speed limits between these roads may lead to confusion a different speed limit may not be supported by technical assessment there is the potential that NZTA object to a different speed limit for these roads would likely delay the adoption and implementation of the draft bylaw

Recommendation

Option 2 - That Council endorses the proposed reduction to 60km/h for these roads:

- Lower Hollyford Road
- Centre Hill Road
- Mavora Lakes Road
- Mt Nicholas Road
- Borland Road
- Lake Monowai Road
- Lillburn Valley Road
- Lower Hollyford Road

Excerpts of feedback about reductions to the roads around Mavora Lakes, Lake Monowai, Lower Hollyford Road and Lillburn Valley Road

SUBMITTERS' COMMENTS
My business has relied on the use of the Northern Southland roads for the past 25 years and my vehicle is fit for purpose on these gravel roads at or close to 100km/h. Many rental vehicles are not and as such the drivers already are driving at lesser speeds. Lowering the speed limit by an extraordinary 40% will adversely affect my business by increasing travel time for which I cannot charge for. A better approach would be to use signage with warnings so inexperienced drivers can be informed of the hazards of driving on gravel roads.
Changing the speed limit on the Centre Hill, Mavora and Mount Nicolas will not make it any safer for Cyclists. They should not be on the roads.
I have had no issues with the current speed limit on these roads. Although many of these are gravel road, the speed limit shall be left at 100km/h and the driver can drive to their ability and car ability, to choose their own speed. I feel by reducing the speed of these roads is only going to cause more speeding, passing and 'silly' driving. More slow lanes/bays are needed so slow vehicles can maintain their speed while allowing traffic to pass safely.
We farm at Mt Nicholas Station and will be affected by speed limit changes on Centre Hill Road, Mavora Lakes Road and Mt Nicholas Road. We feel that a limit reduction to 60km/hr is unnecessary and a reduction to 80km/hr would be more appropriate. Large tracts of these roads are straight and well maintained and a 80km/hr speed limit is appropriate. We are concerned about the ramifications in terms of costs to our business, especially in terms of freight costs through added travel time if the speed limit is reduced. This could potentially add an hour travel in a round trip to our closest towns (Te Anau and Mossburn) and would flow directly through in terms of cost to our business. Although there is quite a bit of tourism traffic on these roads, often driving inappropriate vehicles to be on a gravel road, my observation is that they generally travel at a safe and relatively low speed due to being unfamiliar with the road surface. I find that generally all road users in this area are very courteous and I cannot see

any circumstance where a reduction in road speed limits will provide any tangible benefits or increased safety for users.
Map 31 shows the 60km speed area extending beyond the southern end of south Mavora Lake. There is a track end and small car park here right beside the road. I have loaded and unloaded my four children here within meters of the road. I suggest extending the 30km zone further south to at least include the track end and preferably include the entire forested section of road because the road is winding with limited visibility, two-way traffic, vehicles often towing, drivers unfamiliar with gravel roads and occasional pedestrians.
As a contractor servicing farms along the length of Centre Hill Road to Mavora Lakes a lower speed would impact productivity, almost doubling the time spent between jobs, as often we would travel parts of that road multiple times in a day. Also having “practiced” the 60 kph speed it was evident there was a likelihood of driving distraction and a difficulty to stay focused on driving at that very slow speed, possibly making this a MORE dangerous road to travel on. If there was to be a reduction of speed limit, 80 to 90 kph would be acceptable.
Reducing the speed limit from 100km to 60km is unacceptable, uneconomic and in general will cause people to not respect the speed limit, and who is going to police it?
Lower Hollyford is gravel and narrow to drive 100km on. Too many inexperienced drivers use that road thinking 100 is okay on it.

Draft Keeping of Animals, Poultry and Bees Bylaw - Amendment to Consultation Process

Record No: R/20/4/8488
Author: Robyn Rout, Policy Analyst
Approved by: Fran Mikulicic, Group Manager Environmental Services

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to provide information and to present options so Council can consider if it should amend the statement of proposal on the draft Keeping of Animals, Poultry and Bees Bylaw (the draft bylaw) – to allow further consultation.

Executive Summary

- 2 The Keeping of Animals, Poultry and Bees Bylaw 2010 (the current bylaw) contains rules about keeping animals such as pigs, horses, poultry, cats and cattle, and about animal noise. This bylaw does not have any rules about dogs - these are in Council's Dog Control Bylaw. The bylaw aims to protect the public from nuisance and to ensure public health and safety. In 2012, Council adopted a dispensation to the bylaw for the urban zone in Ohai, which allows residents who live in that zone to keep animals not otherwise permitted by the current bylaw. The current bylaw is due for review.
- 3 On 4 March 2020, Council endorsed a draft Keeping of Animals, Poultry and Bees Bylaw (the draft bylaw) and released a statement of proposal for public consultation in accordance with the Special Consultative Procedure. Submissions were accepted between 8am on 12 March and 5pm on 13 April 2020.
- 4 The last three weeks of the consultation period was when the government introduced significant measures to respond to the COVID-19 pandemic. Consequently, staff have concerns that people may not have had a reasonable opportunity to present their views on the draft bylaw.
- 5 In this report, staff present and discuss two potential options of how Council could proceed.
 - option 1 - amend the statement of proposal to consult on the Draft Keeping of Animals, Poultry and Bees for three additional weeks, when New Zealand is in COVID-19 alert level two or lower
 - option 2 - retain the original statement of proposal for the draft Keeping of Animals Poultry and Bees Bylaw.
- 6 The statement of proposal that was endorsed by Council is included with this report as Attachment A. Possible amendments (that would allow for a subsequent round of consultation) have been marked up in the document.
- 7 This report is **seeking** a decision from Council to choose its preferred option.
- 8 If Council proceed with option 1, it is recommended Council make a delegation to the chief executive, giving the chief executive the authority to approve dates for the three-week consultation period once COVID-19 response levels allow.

Recommendation

That Council:

- a) **Receives the report titled “Draft Keeping of Animals, Poultry and Bees Bylaw - Amendment to Consultation Process” dated 11 May 2020.**
- 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 – amending the statement of proposal to consult on the draft Keeping of Animals, Poultry and Bees for three additional weeks, when New Zealand is in COVID-19 alert level two or lower. OR**
 - II. **Option 2 – retaining the original statement of proposal for the draft Keeping of Animals Poultry and Bees Bylaw.**
- f) **Agrees that If Council endorses Option 1, approves the following changes to the statement of proposal:**
 - I. **adding - ‘there will also be a subsequent consultation period for three weeks, when New Zealand is in COVID-19 alert level two or lower;**
 - II. **removing that Council intends to convene a hearing ‘on 7 May 2020’;**
 - III. **amending the proposed the ‘timeline for consultation’ in the statement of proposal so it reads -**

DATE	ACTIVITY
4 March 2020	Council adopt the proposal for consultation
12 March 2020	Consultation period begins (8am)
13 April 2020	Consultation period ends (5pm)
date TBC	Subsequent three week consultation period
date TBC	Oral submissions heard by Council (at Council offices, 15 Forth St, Invercargill)
date TBC	Council deliberate on this matter and adopt the draft bylaw

date TBC	Keeping of Animals, Poultry and Bees Bylaw comes into force
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- g) Agrees that if Council endorses Option 1, delegates to the chief executive the authority to approve the dates of the three-week consultation period.**

Background

The current bylaw

- 9 The current bylaw contains rules about cats and various animals, such as pigs, horses, poultry and cattle. Provisions in the bylaw include where animals can be kept, how they can be kept, how many are permitted, and provisions relating to animal noise. The bylaw does not have any rules about dogs (these are in Council's Dog Control Bylaw). The current bylaw was adopted by Council on 30 June 2010 and is due to be reviewed.
- 10 In 2012, the Ohai Community Development Area Subcommittee (CDA) requested that a dispensation be made to allow farm animals to be kept in the urban zone in Ohai. On 27 June 2012, Council adopted a formal dispensation for Ohai that allows people in the Ohai urban zone to keep farm animals (such as horses, cattle etc) if:
- the animals are confined to the property
 - the owner/occupier has given approval for the animals to be kept
 - the animals don't damage neighbouring fences or property.

The draft bylaw

- 11 Council staff sought feedback on the current bylaw from a variety of sources. Internal feedback was sought, and staff sought feedback from external stakeholders. This feedback was used to help form the draft bylaw.
- 12 The draft bylaw contains some general rules that aim to prevent nuisance, health and safety issues, the polluting of water ways, and animal related noise. More specific sections also outline the rules for keeping animals in an urban zone and industrial zone, and there are rules for particular animals. There are also sections about permits, Council's dispensing power, and about enforcement and penalties.

- 13 A full description of the proposed changes to the current bylaw was included in the report to Council on 4 March 2020. Councillors can access this report on the 'hub' and the report is available on Council's website. In brief, the draft bylaw is reasonably similar to the current bylaw, but contains the changes described below:
- the bylaw has been rearranged into general and specific sections
 - a new permit system is proposed for people who want to keep an animal that is not permitted by the bylaw
 - an appendix has been included that lists the towns that have an urban zone
 - the definitions section has been amended to include where industrial zones are
 - guidance has been included on how to find relevant parts of the District Plan
 - a new provision has been added that it is an offence to kill animals or process meat in a way that is, or is likely to become, a nuisance, dangerous, offensive or injurious to health
 - the term 'beast of burden' has been removed and a specific list of animals has been included in its place
 - llamas, alpacas, emus, swans, chamois and thar would now be prohibited in urban areas.
- 14 On 12 February 2020, the Regulatory and Consents Committee considered and gave feedback on the draft bylaw, and recommended that Council release the draft Keeping of Animals, Poultry and Bees Bylaw for public consultation.
- 15 On 4 March 2020, Council endorsed the draft bylaw for public consultation. Staff undertook consultation on the proposal in accordance with the special consultative procedure from 12 March 2020 to 13 April 2020. A number of methods were used to make the proposal widely available to the public, including advertisements, posters, and promoting the proposal on Council's Facebook page and website. Community boards were also encouraged to make a submission. Council received five submissions on the draft bylaw. Emails have been sent to thank submitters and to confirm receipt of their submission.

Issues

- 16 In this report, two options have been presented on how Council could proceed. The advantages and disadvantages of these options are presented in the 'analysis of options' section below.
- 17 For the first option, Council could decide to amend the statement of proposal to have an additional round of consultation.
- 18 Over the time period when Council accepted submissions on the draft bylaw (12 March to 13 April 2020), the government introduced significant measures to respond to the COVID-19 pandemic. The nation entered alert level two in response to the virus on 21 March 2020, alert level three on 22 March 2020, and was in alert level four from 25 March 2020 for the remainder of the consultation period. Staff did not promote the proposal as extensively during the second half of the consultation period, as it did not seem appropriate or a priority, at the time. Staff have concerns that people interested in or affected by the draft bylaw, may not have had a reasonable opportunity to present their views.

- 19 For option 1, Council could amend parts of the statement of proposal, to allow for a subsequent consultation period. This would involve:
- adding - 'there will also be a subsequent consultation period for three weeks, when New Zealand is in COVID-19 alert level two or less'; and
 - removing that Council intends to convene a hearing 'on 7 May 2020'; and
 - amending the proposed 'timeline for consultation' in the statement of proposal so it reads-

DATE	ACTIVITY
4 March 2020	Council adopt the proposal for consultation
12 March 2020	Consultation period begins (8am)
13 April 2020	Consultation period ends (5pm)
date TBC	Subsequent three week consultation period
date TBC	Oral submissions heard by Council (at Council offices, 15 Forth St, Invercargill)
date TBC	Council deliberate on this matter and adopt the draft bylaw
date TBC	Keeping of Animals, Poultry and Bees Bylaw comes into force

- 20 These changes are 'marked up' in the statement of proposal included with this report as Attachment A. Staff have not included specific dates for the second round of consultation, as it is still unclear what will happen with COVID-19 and national alert levels. If specific dates are included now, and they then become impractical, staff would have to come back to Council again to amend the proposal. Staff recommend a delegation be made to the chief executive, to approve final dates for consultation.
- 21 For the second option, Council could retain the statement of proposal endorsed on 4 March 2020. With this option, Council would not have a second round of consultation. The timeline for consultation outlined in the statement of proposal would not need amending, as none of the submitters requested to speak at a hearing.

Factors to Consider

Legal and Statutory Requirements

- 22 Under section 146 of the Local Government Act 2002 (the LGA), Council has the specific bylaw making power to regulate the keeping of animals, poultry and bees.
- 23 Staff have consulted on the draft bylaw using the Special Consultative Procedure outlined in sections 83 and 86 of the LGA. Even though Council has undertaken a thorough consultation process, Council is required to ensure that people have a reasonable opportunity to present their views to Council and that they are encouraged to do so (section 82 LGA). As people may not have had the ability to present their views, staff are presenting Council with the option of having a second round of consultation.

- 24 If Council do endorse having a second round of consultation, the statement of proposal will again be made as widely available as is reasonably practicable and people will be encouraged to give their views, by:
- placing an advertisement in the Advocate or the Express (if possible)
 - placing posters in Council offices/libraries (if they are open)
 - promoting the consultation on Council's Facebook page and in the Southland App
 - having the statement of proposal accessible on Council's website and in all of its offices
 - encouraging community boards to make a submission through the community leadership reports that go to each community board.
- 25 The current bylaw was adopted by Council on 30 June 2010 and is due to be reviewed by 30 June 2020. Council is required to make the determinations under section 155 of the LGA on or before 30 June 2020 to meet the LGA bylaw review requirements. Council made the determinations on 4 March 2020. Council resolved that:
- a bylaw is the most appropriate way of addressing nuisance and health and safety problems associated with keeping animals in the District
 - the draft Keeping of Animals, Poultry and Bees Bylaw is the most appropriate form of bylaw
 - the draft Keeping of Animals, Poultry and Bees Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

On this basis, the review deadline has been met.

Community Views

- 26 Staff have undertaken informal engagement with the community about keeping animals and about the current bylaw. A summary of the feedback received was presented to Council on 4 March 2020. Staff have also completed one formal consultation process in accordance with the special consultative procedure, and have received five submissions.
- 27 If Council endorse option 1 and re-consult on the draft bylaw, it is possible further community views may be captured. Community views on whether to amend the statement of proposal to extend the consultation process, have not been sought.

Costs and Funding

There would only be minor costs associated with re-consulting on the draft bylaw, including costs associated with staff time and advertising.

Policy Implications

- 28 The policy implications of the draft bylaw were fully discussed in the report to Council on 4 March 2020. That report is available on the hub and on Council's website.

Analysis

Options Considered

- 29 The following reasonably practicable options have been identified.
- option 1 - amend the statement of proposal to consult on the Draft Keeping of Animals, Poultry and Bees for three additional weeks, when New Zealand is in COVID-19 alert level two or lower
 - option 2 - retain the original statement of proposal for the draft Keeping of Animals Poultry and Bees Bylaw

Analysis of Options

Option 1 – amend the statement of proposal to consult on the Draft Keeping of Animals, Poultry and Bees for three additional weeks, when New Zealand is in COVID-19 alert level two or lower

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• this option would ensure Council is acting in accordance with principles of consultation outlined in section 82 of the LGA - ensuring people have a reasonable opportunity to present their views and encouraging people to do so• further community views may be captured• illustrates that Council is aware COVID-19 has significantly disrupted communities over the last two months• ensures communities know that Council value their input.	<ul style="list-style-type: none">• minor cost associated with staff time and advertising.

Option 2 – retain the original statement of proposal for the draft Keeping of Animals Poultry and Bees Bylaw

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">would prevent cost associated with staff time and advertising.	<ul style="list-style-type: none">Council may not be acting in accordance with principles of consultation outlined in section 82 of the LGA - ensuring people have a reasonable opportunity to present their views and encouraging people to do sopeople interested in or affected by the draft bylaw may not have the opportunity to give their viewsCouncil may appear unaware that COVID-19 has significantly disrupted communities over the last two monthsit may appear Council does not value community input.

Assessment of Significance

- 30 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

- 31 It is recommending that Council endorse option 1 and amend the statement of proposal and consult on the draft bylaw for an additional three weeks, when New Zealand is in COVID-19 alert level two or lower.

Next Steps

Option 1

- 32 If Council endorse option 1, staff will consider an appropriate three-week period to consult, taking into consideration government COVID-19 alert levels. With this option, it is proposed that the chief executive be given a delegation to approve the dates for consultation. Once approval is given, staff will proceed to consult without coming back to Council.
- 33 After the second round of consultation, staff would present the submissions to Council and conduct a hearing if any submitters wish to speak. Council would then progress to deliberations and adoption.

Option 2

- 34 If Council endorse option 2, staff will present the five submissions received at the Council meeting on 23 June 2020, for Council's consideration. Council would then progress to deliberations and adoption.

Attachments

- A Revised Statement of Proposal on the draft Keeping of Animals, Poultry and Bees Bylaw [↓](#)

Draft Keeping of Animals, Poultry and Bees Bylaw

Statement of Proposal – March 2020

1. Introduction

Southland District Council is reviewing its Keeping of Animals, Poultry and Bees Bylaw. This bylaw contains rules about keeping animals such as pigs, horses, poultry, cats and cattle, and about animal noise. This bylaw does not have any rules about dogs. Rules about dogs are in Council's Dog Control Bylaw.

To get information to help develop the draft bylaw, Council has sought feedback from a number of community groups and had discussions with a number of people in the District. Feedback identified that the currently bylaw is working quite well, and that no significant changes to the current bylaw are needed.

2. What is proposed?

The draft bylaw is included with this proposal as Attachment A.

The draft bylaw contains some general rules that aim to prevent nuisance, health and safety issues, the polluting of water ways, and animal related noise. The draft bylaw also has specific sections that provide:

- rules about keeping animals in areas that are zoned 'urban'
 - animals that aren't permitted in urban zones
 - restrictions on poultry
- rules about keeping animals in areas that are zoned 'industrial'
 - rules about pigs
 - restrictions on poultry
- provisions that relate to specific issues, including
 - restrictions on pigs and pigsties
 - that Council can impose a limit on the number of cats in specific circumstances
 - that Council can impose conditions on the number and location of beehives in specific circumstances
 - information about buildings for animals
- how to get a permit (to keep animals not otherwise permitted by the bylaw)
- dispensing power - that Council can forgo rules in the bylaw, in particular circumstances
- information about enforcement
- information about penalties.

The draft bylaw is similar to the current bylaw. Some of the changes that have been made, and the reason for the change, are:

PROPOSED CHANGE	WHAT IS IN THE CURRENT BYLAW	REASON FOR THE PROPOSED CHANGE
To have sections outlining the general rules that apply to everyone, the rules for urban zones, the rules for industrial zones, and other specific rules	In some sections, it is not clear where the rules apply (for example, which zone)	Clarity, readability

To include a general rules section that states it is an offence to keep animals in a way that causes nuisance, health and safety issues, the polluting of water ways, or animal related noise	There is a section on animal related noise. There is no general rules section	To clearly identify the rules that apply to everyone. Clarity, readability
A permit system is proposed for people who want to keep an animal that is not permitted by the bylaw	The current bylaw refers to obsolete provisions in an outdated District Plan. It also states that to keep animals outside the bylaw, people have to get a consent under the Resource Management Act 1991. The current bylaw gives Council the authority to grant dispensations	The proposed permit system is similar to the dispensation system currently being used, which has been working well. Compared to getting a consent under the Resource Management Act 1991, a permit system has a simpler application process, is less expensive for applicants and is not subject to appeals
To include an appendix that lists the towns that have an urban zone, and to state in the definitions section where industrial zones are. The draft bylaw also includes some guidance on how to find the relevant parts of the District Plan	Refers to urban and industrial areas in the District Plan, but gives no practical guidance on the towns that have the zones, or how to view them	For ease of use. Staff are not proposing to include all of the relevant maps with the bylaw, as these maps may change before the bylaw is due to be reviewed
Making it an offence to kill animals or process meat in a way that is, or is likely to become, a nuisance, dangerous, offensive or injurious to health	Does not include any rules about killing animals or processing meat	To help prevent nuisance and health and safety issues
Not including different rules for Ohai in the draft bylaw	The current bylaw applies to all areas in the District, but a formal dispensation has been granted for the Ohai urban zone	To create consistency across the District. Staff believe the bylaw would become too complex and confusing if different rules were introduced for different towns. The permit system will allow people to keep animals not permitted by the bylaw
Including a specific list of animals that are prohibited, and removing the term 'beast of burden'. There is a change that llamas, alpacas, emus, swans, chamois and tahr would be prohibited in areas in an urban zone.	Does not permit horses or other beast of burden, cattle, goats, deer or ostriches in the urban zone.	To help prevent nuisance and health and safety issues.

In 2012, Council adopted a formal dispensation for Ohai that allows people in the Ohai urban zone to keep farm animals (such as horses, cattle, etc) in specific circumstances. When Council adopts a new bylaw, it may revoke the dispensation for Ohai and require people in Ohai to use the proposed permit system. If the dispensation for Ohai is going to be revoked, Council staff would work with Ohai residents to identify the best way to transition to the permit system. Council may re-issue permits for these residents under the proposed bylaw, at no cost to the resident; provided there is compliance with conditions in the current Ohai dispensation.

If Council adopts the draft bylaw, Council may treat dispensations that have already been granted to particular individuals (allowing people to keep an animal that would not otherwise be permitted under the current bylaw), as a permit under the draft bylaw. This would mean that the individuals who already have a dispensation, would not need to apply for a permit.

3. Reason for the Proposal

The key reasons for this proposal are:

- to protect the public from nuisance and to protect, promote and maintain public health and safety
- the current bylaw has been in place for nearly 10 years and legislation requires Council to review the bylaw
- to encourage people to give feedback on the draft bylaw
- to let people know how they can give feedback.

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 12 March 2020 and must be received **no later than 5pm on 13 April 2020**. **There will also be a subsequent consultation period for three weeks, when New Zealand is in COVID-19 alert level two or lower.** 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.

Council intends to convene a hearing ~~on 7 May 2020~~, 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 (eg 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
4 March 2020	Council adopt the proposal for consultation
12 March 2020	Consultation period begins (8am)
13 April 2020	Consultation period ends (5pm)
date TBC	Subsequent three week consultation period
7 May 2020 date TBC	Oral submissions heard by Council (at Council offices, 15 Forth St, Invercargill)
20 May 2020 (or possibly June) date TBC	Council deliberate on this matter and adopt the draft bylaw
date TBC	Keeping of Animals, Poultry and Bees Bylaw comes into force

6. Options

The following 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 may include:

- changes to the types and numbers of animals permitted or how animals must be kept, across the District
- having different rules for different areas in the District (for example, it is possible Council may receive feedback that a particular community wants more liberal or restrictive rules for that community. If this occurred, Council may consider incorporating those rules into the bylaw)

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"> • easy to read and to use • does not refer to the outdated District Plan, so brings the bylaw up-to-date • gives more clarity on where urban and industrial zones are • helps ensure people do not keep animals in a way that causes nuisance and health and safety issues • is not overly prescriptive • allows Council to take action when necessary • reasonably similar to the bylaws adopted by ICC and GDC, which makes it easier for people to know what the rules are likely to be. 	<ul style="list-style-type: none"> • people may know the current dispensation system and take time to adjust to the new permit system • a more prescriptive bylaw may better prevent nuisance and health and safety issues • may not be supported by some people in the District.

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 better prevent nuisance and health and safety issues.	<ul style="list-style-type: none">• an amended bylaw may not be as consistent and easy to use• an amended bylaw may not be as effective at preventing nuisance and health and safety issues.• may not be supported by some people in the District.

Option 3 – retain the status quo

Advantages	Disadvantages
<ul style="list-style-type: none">• people may be familiar with the current bylaw, and know how the dispensation system works• helps ensure people do not keep animals in a way that causes nuisance and health and safety issues• is not overly prescriptive• allows Council to take action when necessary• reasonably similar to the bylaws adopted by ICC and GDC, which makes it easier for people to know what the rules are likely to be.	<ul style="list-style-type: none">• not as easy to read or use• refers to the outdated District Plan• does not help clarify where there are urban and industrial zones• a revised bylaw may better prevent nuisance and health and safety issues• may not be supported by some people in the District.

7. Determinations

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

Most appropriate way of addressing the perceived problem – Council resolved that having a bylaw is the most appropriate way to address the nuisance and health and safety issues associated with keeping animals.

Most appropriate form of bylaw – Council resolved that the draft bylaw is the most appropriate form of bylaw. The draft bylaw has been drafted so that is easy to read and to use. Staff believe the draft bylaw is only creating necessary rules, and that it is not overly restrictive. The provisions in the bylaw allow Council to take action when nuisance and health and safety issues do arise. The bylaw has been made in recognition that many towns in the District are quite rural in nature.

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

Council is required to consult on the draft bylaw in accordance with sections 83 and 86 of the Local Government Act 2002 (LGA). Council will satisfy these legal requirements. Council will also abide by the principles of consultation outlined in section 82 of the LGA.

9. Making an effective submission

Written submissions can take any form (eg online form, email, letter). An effective submission references the clause(s) of the draft bylaw you wish to submit on, 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 won't be considered by Council as part of this bylaw review process.

Attachment A

Southland District Council

The Keeping of Animals, Poultry and Bees Bylaw

DRAFT

Southland District Council
Te Rohe Pōtae o Murihiku

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Document Revision

Date	Amendment	Amended by	Approved by	Approval date

1. Commencement

This bylaw shall come into force in the district on XX June 2020. This bylaw has been reviewed and adopted by a resolution passed at a meeting of Council held on XX.

2. Purpose

This bylaw is to:

- help protect people in the District from nuisance, and
- help protect, promote, and maintain the health and safety of people in the District.

3. Definitions

Council	means Southland District Council
District	means the area within the territorial boundary of Council
Industrial zone	means specific areas classified as 'industrial' under Council's operative District Plan. These areas can be located by selecting the 'District Plan' on Council's website (https://www.southlanddc.govt.nz/), and by viewing the 'District Plan maps'. There are industrial zones in Oban, Te Anau, Winton and in Riverton/Aparima
Nuisance	shall have the meaning assigned to it by the Health Act 1956
Poultry	includes chickens, geese, pheasants, pigeons, peafowl, ducks, quails and domestic fowl of all descriptions
Urban zone	means specific areas classified as 'urban' under Council's operative District Plan. These areas can be located by selecting 'District Plan' on Council's website, and by viewing the 'District Plan maps'. A list of the townships that have an urban zone, is included with this bylaw as Appendix A

4. General rules

It is an offence to keep animals, kill animals, or process meat in a way that is, or is likely to become, a nuisance, dangerous, offensive or injurious to health.

It is an offence to keep animals in a way that is, or is likely to pollute any fresh or coastal water as defined in the Resource Management Act 1991.

It is an offence to keep any noisy animal, bird, poultry or fowl, which is, or is likely to become, a nuisance to residents in the neighbourhood.

5. Rules for urban zone

Animals not allowed in an urban zone unless a permit is obtained

It is an offence to keep the following animals (including their young) on private land in an urban zone without obtaining a permit from Council:

- alpacas
- cattle/bison/buffalo
- deer
- donkeys/mules
- goats/chamois/tahr
- horses/ponies
- llamas
- ostriches/emus
- pigs
- swans.

Restrictions on poultry

It is an offence to keep more than 10 poultry (that are over six months of age) on private land in an urban zone, without obtaining a permit from Council.

It is also an offence to keep poultry on private land in an urban zone, without obtaining a permit from Council, unless they are housed and contained appropriately. Poultry are housed and contained appropriately when:

- they are in a properly constructed house covered in with a rainproof roof
- the poultry house has a floor made of solid wood, concrete, or another appropriate material, with a surrounding nib wall where a poultry run shall be attached
- the poultry house/poultry run keep the poultry contained
- both the poultry house and any poultry run are least 10 metres from any dwelling, factory, or wholly/partially occupied building
- the poultry house and poultry run are at least two meters from any boundary not separated by a solid fence
- the poultry house and poultry run are clean and in good condition, and free from any offensive smell, overflow or vermin.

Additional information on keeping animals in an urban zone

There are no restrictions on keeping cats or bee hives on private land in an urban zone, unless specific restrictions have been imposed by Council.

There are no restrictions on the number of sheep that may be kept on private land in an urban zone.

6. Rules for industrial zone

Animals not allowed in industrial zone unless a permit is obtained

It is an offence to keep any pigs on land in an industrial zone without obtaining a permit from Council.

Restrictions on poultry

The same restrictions apply to keeping poultry in an industrial zone, as apply in an urban zone. These restrictions are outlined in section 5 of this bylaw.

7. Other specific rules

Pigs

It is an offence to build or allow any pigsty to remain, or any pigs to be at large or to range, at a less distance than 50 meters from a:

- dwelling
- wholly or partly occupied building
- street or public place
- place used for the preparation, storage, or sale of food for human consumption
- boundary of any adjoining property.

Cats

Council may impose a limit on the number of cats that may be kept on a private land (a limit being not more than five) where:

- Council has received a complaint about the number of cats kept on private land, and
- Council considers cats are being kept in a way that is, or is likely to become, a nuisance, offensive or injurious to health, and
- the person keeping the cats fails to comply with any reasonable request of the officer to abate or prevent the nuisance or health concern.

It is an offence to not comply with any limit imposed by Council, on the number of cats that may be kept.

Bees

Council may impose conditions limiting the number and location of hives on private land where:

- Council observes or receives a complaint that bees are being kept in a way that is, or is likely to become, a nuisance, dangerous, offensive or injurious to health, and
- Council has consulted with the complainant(s) (where possible), and
- Council has consulted with the person keeping the bees (where possible), and
- Council has requested the person keeping the bees to keep them in way that is not, or is not likely to become, a nuisance, dangerous, offensive or injurious to health (this may include specific requests such as moving a hive), and
- the person keeping the bees has failed to comply with Council's request.

Council may seek advice from experts in the keeping of bees through this process.

It is an offence not to comply with conditions imposed by Council, limiting the number and location of hives on private land.

Buildings for animals

Where animals are kept in a building, any required resource consent must be obtained. The building must also be properly constructed in accordance with the New Zealand Building Code, and appropriate building consent obtained where the proposed building is not exempt from the need of a building consent under Schedule 1 of the Building Act 2004.

8. Permits

To obtain a permit, please complete the 'Permit to Keep an Animal form' that is available on Council's website under 'Apply For It' and then under 'Environmental Health'.

To determine whether a permit should be granted, a Council staff member may choose to:

- seek further information from the applicant
- visit the premises to assess whether keeping the animal/s is appropriate
- require the applicant to seek approval from their neighbours.

If an application is successful, a written permit will be issued to the applicant by post or e-mail. The permit may include conditions about how the animal is kept. It is an offence to not comply with any conditions imposed by a permit.

9. Dispensing Power

It shall be lawful for Council in any particular case or cases, by resolution, to dispense with any of the foregoing requirements of this bylaw.

10. Enforcement

In addition to enforcing the provisions in this bylaw, Council may elect to take action relating to animals, poultry and bees under the Health Act 1956 or the Resource Management Act 1991.

11. Penalties

Every person who commits a breach of this bylaw is liable to a fine not exceeding \$20,000.

Appendix A - List of the townships that have an urban zone

- Balfour
- Browns
- Colac Bay/Oraka
- Edendale
- Lumsden
- Manapouri
- Mossburn
- Nightcaps
- Oban/Rakiura
- Ohai
- Otautau
- Riversdale
- Riverton/Aparima
- Te Anau
- Tokanui
- Tuatapere
- Waikaia
- Wallacetown
- Winton
- Wyndham

Reaffirmation and endorsement of the Draft Strategic Framework and Activities for the Long Term Plan 2021-2031

Record No: R/20/5/11079
Author: Jason Domigan, Corporate Performance Lead
Approved by: Rex Capil, Group Manager Community and Futures

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To reaffirm and endorse the proposed draft strategic framework, Council activities and groups of activities to be used for the Long Term Plan 2021-2031.

Executive Summary

- 2 At the Council meeting on 19 June 2019, Council received a report to formally recognise and note the strategic framework that guides the development of the Long Term Plan, and the key strategies and policies as the next stages in the process. At that meeting, Council endorsed the proposed draft strategic framework to progress development of the Long Term Plan 2021-2031 encompassing the mission, vision, community outcomes and strategic priorities.
- 3 Prior to this, Council had provided guidance to staff in March and May 2019 to consider and assist in setting the direction for the Long Term Plan 2031. This supported the focus of developing the draft strategic framework and the proposed Council activities.
- 4 Since the development of the proposed draft strategic framework in June 2019, a new Council for the 2019-2022 triennium has formed, and it is now appropriate to consider and reaffirm the direction to provide guidance to staff as Council enters the final year of the Long Term Plan development process.
- 5 Council has subsequently undertaken in January 2020 a big picture workshop session looking out 30 years and also a strategic workshop in February 2020 considering macro and micro issues with a strategic focus. The direction provided at these strategic sessions has supported and reinforced the strategic framework endorsed by the previous Council.
- 6 It is also worthy of noting that there will be consideration given to the impact of COVID-19 on the short term response and medium to long term recovery and restart phases as part of the Long Term Plan development process. The work being undertaken in this area will be reported back to Council once completed. However, it is important to recognise the purpose of the strategic framework is to provide the overall long term direction over the 10 year period of the Long Term Plan.
- 7 It is staff's recommendation that the draft strategic framework and the proposed Council activities be reaffirmed and endorsed so that work can progress in a timely manner towards the development of the Long Term Plan 2021-2031.

Recommendation

That Council:

- a) **Receives the report titled “Reaffirmation and endorsement of the Draft Strategic Framework and Activities for the Long Term Plan 2021-2031 ” dated 13 May 2020.**
- 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) **Notes that the Community and Strategy Committee at its 6 May meeting endorsed the key outcomes, big issues and future planning priorities identified at the big picture workshop on 31 January 2020.**
- e) **Notes that the Community and Strategy Committee at its 6 May meeting endorsed the principles from the Strategic Workshop on 19-21 February 2020.**
- f) **Notes that the Community and Strategy Committee at its 6 May meeting recommended Council support the integration and incorporation of the themes and principles of the big picture workshop 2020 and strategic workshop 2020 into the next stages of the Long Term Plan 2021-2031 process including reviewing and revising the draft strategic framework.**
- g) **Supports the integration and incorporation of the themes and principles into the next stages of the Long Term Plan 2021-2031 process as part of reviewing and revising the draft strategic framework.**
- h) **Affirms and endorses the draft strategic framework and Council activities for the Long Term Plan 2021-2031.**

Background

- 8 The Long Term Plan process is an opportunity for Council to plan for the long term delivery of activities and consider their impact on the communities throughout the District.
- 9 Every three years Southland District Council reviews the Long Term Plan to ensure that the work Council undertakes is fit for purpose for the next ten years.

- 10 The purpose of the Southland District Council Long Term Plan 2031 is to:
- provide a long term focus for Council decisions and activities
 - provide an opportunity for community participation in planning for the future
 - define the community outcomes desired for the District
 - describe the activities undertaken by Council
 - provide integrated decision-making between Council and the community
 - provide a basis for performance measurement of Council.
- 11 Guidance from Council was provided in March and May 2019 which assisted staff in developing the draft strategic framework and proposed council activities.

Strategic Framework

- 12 Strategic direction setting encompasses Council's high-level goals, particularly the vision for the District, what the outcomes for the community may be, and what the strategic priorities will be for delivering work to the community.
- 13 Councillors were provided with a strategic context paper in March 2019 which identified key issues for the district, as a snapshot at the current time, and emerging within the next ten years. That paper is attached to this report for reference.
- 14 The Southland District Youth Council were also invited to speak with Council in March 2019. Their input was received and appreciated when councillors considered the current strategic framework and provided guidance for the new proposed strategic framework.

- 15 Following further guidance from Council in May 2019 feedback was acknowledged and used to create the draft strategic framework below:

Strategic framework component	Long Term Plan 2018 - 2028	Guidance from Council May 2019
Mission	Working together for a better Southland	The mission statement is still appropriate for the District.
Vision	“Southland – one community offering endless opportunities”	The vision statement is still appropriate for the District.
Community outcomes	<ul style="list-style-type: none"> • proud, connected communities that have an attractive and affordable lifestyles • resilient communities that leave a legacy for tomorrow 	<ul style="list-style-type: none"> • environment - kaitiakitanga for future generations • culture - inclusive, connected communities • economic - a diverse economy creating healthy and affordable lifestyles • social - empowered communities with the right tools to deliver the best outcomes
Strategic priorities	<ul style="list-style-type: none"> • improve how we work • provide appropriate infrastructure and services • make informed decisions • more people 	<ul style="list-style-type: none"> • improve how we work to build resilience • better preparing our communities and council for future changes • provision of appropriate infrastructure and services • support healthy environments and sustainable communities

- 16 On 31 January 2020 Alicia McKay facilitated “The Big Picture’ workshop with councillors and executive leadership team members.
- 17 On 19-21 February 2020 Council staff facilitated a strategic workshop with Council elected members including the mayor, councillors and community board chairs.
- 18 The Community and Strategy Committee at its 6 May 2020 meeting recommended that Council support the integration and incorporation of the themes and principals of ‘The Big Picture’ workshop into the next stages of the Long Term Plan 2021-2031 process including reviewing and revising the draft strategic framework. A report to this effect is presented to the 20 May 2020 Council meeting for consideration.

Proposed Council activities

- 19 Council activities and their grouping is important as it defines the work that Council undertakes and creates transparency in the planning and delivery of the services to the community.
- 20 There are currently nine groups of activities and 26 separate activities for Southland District Council (see below). In comparison to other councils, Southland District Council has one of the largest number of activities in the Long Term Plan.

GROUP OF ACTIVITIES	ACTIVITIES	
Community services	Community assistance (includes grants, work schemes) Cemeteries Community facilities (includes community centres, Council offices/buildings and water structures) Community housing	Library services Parks and reserves Public toilets Stewart Island Electricity Supply Authority Te Anau Airport Manapouri
District leadership	Community futures (includes community planning and economic development) Customer support and corporate support (includes people and capability, communications, strategy and policy, finance, information management)	Forestry Representation and advocacy
Emergency management	Emergency management	
Regulatory services	Animal control Environmental health	Building control Resource management (includes District planning)
Roads and footpaths	Roads and footpaths (includes parking) Bridges	Around the Mountains Cycle Trail
Solid waste	Refuse, recycling and greenwaste	
Stormwater	Stormwater	
Wastewater	Wastewater (also known as sewage)	
Water supply	Drinking water supplies	Rural (stock) water supplies

- 21 The grouping of activities is a fundamental building block for the Long Term Plan as it has implications for:
- the level of detail that is disclosed in the Long Term Plan
 - the financial and planning information system
 - the transparency and ease of understanding of the Long Term Plan by either obscuring key issues or giving them a pre-eminence that may be disproportionate
 - the degree of sensitivity that the plan has to change.
- 22 In schedule 10 of the Local Government Act 2002, each of the activities below must be a ‘group’ of activities in its own right:
- water supply
 - sewerage and the treatment and disposal of sewage
 - stormwater drainage
 - flood protection and control works
 - the provision of roads and footpaths.
- 23 This means that funding impact statements and performance measure and targets must be separately disclosed for each of these grouping of activities.

- 24 There were a series of discussions with staff and the executive leadership team to ensure that the proposed activities were fit-for-purpose and able to meet the requirements of Council and the community.
- 25 The proposed grouping below meets Council requirements and was endorsed by Council at its 19 June 2019 meeting as the following:

Group of Activities	Activity
Environmental services (combines environmental health, animal services, resource management (including District planning) and building solutions)	Environmental services
	Emergency management
Community leadership	Community leadership (including representation and advocacy, community and futures, and community assistance)
Transport Provision of roading and footpaths (including cycle trails, airport, water facilities and bridges)	Roading, footpaths, airport and cycle trails
	Water facilities
Sewerage	Sewerage
Stormwater drainage	Stormwater
Water supply	Water supply
Community resources	Community facilities (including toilets, halls and libraries)
	Community services (including cemeteries, community housing, library services, and heritage and culture)
	Open spaces (including parks, reserves and streetscapes)
	Waste services
	Stewart Island Electrical Supply Authority

Issues

- 26 The draft strategic framework plays an important role for staff in the development of the Long Term Plan as it drives the alignment of Council activities as part of that process.
- 27 With Council in a new triennium, it is important that this framework is now revisited by councillors and if deemed appropriate, reaffirmed to provide the necessary direction for the development of the Long Term Plan over the next 12 months.

Impacts of COVID-19 on long term planning

- 28 As we are aware New Zealand is currently in a national state of emergency as a result of the COVID-19 global pandemic event. The community wellbeing impact of COVID-19 at an international, national, regional, District and local level is still to be well understood and is speculative in nature at this early stage.
- 29 There will be the need for Council to undertake various pieces of work to understand in more detail the impact of the COVID-19 event to the district. It is intended this will require the pieces

of work to be planned and its development phased to occur as the event unfolds and associated insights are developed and impacts realised.

- 30 Currently, in the mitigation and response phase, Council's strategy and policy team has initiated some analysis and assessment work which will assist in informing some of Council's corporate performance planning work, Great South has been involved in collecting information relating to business impacts across the region, Emergency Management Southland has also been collecting information relating to community welfare related matters. Council's community leadership team has also been working alongside community elected representatives and community leaders in considering response issues.
- 31 As we move into the recovery and rebuild phases there will be other series of work required to be undertaken to assist with analysis and assessment of the impact. This work will still focus on the short to medium term in the interim and the longer term strategy work that Council has undertaken will remain as the foundation for Council's vision and direction. In this regard it is important Council stays on strategy but realises it can alter or amend its shorter term plans and work programmes to deal with the immediate needs.
- 32 This work, separate to the longer term strategy work required, will become a focus in response to COVID-19 and the immediate and shorter term plan prioritisation and work programme decisions that need to be made. It is about staying on strategy and adapting the approach taken in the short to medium term to how Council might head towards its long term strategic focus.

Factors to Consider

Legal and Statutory Requirements

- 33 Section 93 of the Local Government Act 2002 details the requirements of Council with regards the Long Term Plan.
- 34 In schedule 10 of the Local Government Act 2002, each of the activities below must be a 'group' of activities in its own right:
- water supply
 - sewerage and the treatment and disposal of sewage
 - stormwater drainage
 - flood protection and control works
 - the provision of roads and footpaths.
- 35 These have been taken into consideration in developing the proposed activity structure for the Long Term Plan 2021-2031.

Community Views

- 36 Throughout the development of the draft strategic framework, numerous discussions and surveys were undertaken with members of the public, including the Southland District Youth Council, Southland A&P show 2019 and Young Farmers meetings. This was not a statistically

representative survey, but gave a broad indication of what those in the community were feeling regarding the questions below:

What are the things that you love about your community?	<p>The top five ‘things’ that were selected in the survey by descending order were:</p> <ul style="list-style-type: none"> • swimming pools • parks • school • playground • pub
What are you worried about in the future?	<p>The top five ‘things’ that were selected in the survey by descending order were:</p> <ul style="list-style-type: none"> • climate change • New Zealand government legislation change • lifestyle affordability • meat-free meat • ageing population
What future opportunities would you like to see within the district?	<p>The top five ‘things’ that were selected in the survey by descending order were:</p> <ul style="list-style-type: none"> • employment opportunities • tourism • better rural lifestyle • better support for young families • increased internet connectivity

- 37 As the development of the Long Term Plan 2021-2031 progresses there is still the intent to engage to seek extensive community views from community boards, community organisation engagement opportunities, and through the formal consultation process scheduled to begin February and March 2021.

Costs and Funding

- 38 The costs associated with developing the strategic framework are funded from current operational budgets.
- 39 Internal staff resource is required to ensure all systems and documents reflect the updated strategic framework, activities and groups of activities.

Policy Implications

- 40 Policies will need to reflect in an appropriate manner Council's strategic framework, activities and groups of activities where appropriate.

Analysis

Options Considered

- 41 There are three options to be considered in this report:

Option 1: reaffirm and endorse the draft strategic framework and the proposed council activities

Option 2: amend recommendations of the draft strategic framework and proposed council activities

Option 3: reject the recommendations of the draft strategic framework and proposed council activities and request that work be undertaken to develop a new draft strategic framework

Analysis of Options

Option 1 – reaffirm and endorse the draft strategic framework and the proposed Council activities

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• assists staff with developing the next stages of the Long Term Plan 2021-2031• provides direction to the organisation and communities as they contemplate the issues and opportunities available to them• supports the development and focus for the next phases of community engagement and clarification of key messages.	<ul style="list-style-type: none">• the draft strategic framework and proposed Council activities were endorsed by the Council of the previous triennium and may differ to the views of the new Council

Option 2 – amend recommendations of the draft strategic framework and proposed Council activities

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">reopens the conversation to ensure clarity is achieved and agreement is able to be reached	<ul style="list-style-type: none">this may result in unclear guidance and delay the implementation of the draft strategic framework and council activitiesdelay in the progress made to date may negatively impact the delivery of the Long Term Plan 2031.

Option 3 – reject the recommendations of the draft strategic framework and proposed Council activities and request that work be undertaken to develop a new draft strategic framework

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">if Council of the new triennium has views that differ significantly to the previous Council they will be recognised	<ul style="list-style-type: none">this will delay the implementation of the draft strategic framework and Council activitiesprogress made to date in planning for the delivery of the Long Term Plan 2031 will be compromised

Assessment of Significance

- 42 While the Long Term Plan is an important process for Council, the establishment of the draft strategic framework and the draft Council activities has a low significance as it is still in draft form.

Recommended Option

- 43 Staff recommend option 1 that Council reaffirm and endorse the draft strategic framework and the proposed council activities.
- 44 This will ensure that the development of the Long Term Plan 2021-2031 can progress without further delay.

Next Steps

- 45 Once the draft strategic framework and the proposed Council activities have been reaffirmed, staff will progress with the development of key strategic, policies and activity management plans.

Attachments

- A 5.03.2019 - Strategic Context for Southland District Council [↓](#)

Strategic Context

Southland District Council

Research Area 1 - Community

Population Change

The Southland District has a population of 30,000 people (Statistics NZ 2013 census) with a median age of 39 years old. This represents 0.7% of New Zealand's total population.

While the District's population growth has slowed in line with national and global trends, the number of people living in Southland District is also shrinking as a proportion of New Zealand's total population. Little or no population growth, combined with an increasing ageing population, would cause the district to lose ground against the rest of New Zealand.

At a District level, population change has been disparate with urban hubs such as Te Anau experiencing high growth, while many of the more peripheral areas are shrinking substantially.

The Winton-Wallacetown Ward has the highest rate of population growth in the District with a population rise of 9% due to domestic migration and natural population growth. Conversely, the Waiau-Aparima population is steadily decreasing in size with a fall of 4% due to people leaving the community and a low level of immigration.

Measures to stimulate population growth will need to be very high priority in order to mitigate the effects of population decline in the Southland District. Skills and labour shortages, stifled economic growth and social isolation are the potential results of stagnant population in certain areas.

If the District is to avoid labour shortages and stifled economic growth, the population will need to grow at a faster rate than the rate implied by Statistic's New Zealand's projection.

Ageing

As in many other parts of New Zealand, the population of Southland is ageing. Southland District's current median age (39.1 years) is one year older than the New Zealand median age.

While an ageing population is recognised as an issue for the District as a whole, the ratio of elderly to youth varies across the District. While the Waihopai-Toetoes community has a relatively large and youthful population with a median age of 37 years, Stewart Island/Rakiura and parts of Waiau-Aparima have relatively old populations (median ages 48.5 years and 39.7 years respectively) and the median age is increasing more rapidly than the rest of the District. The migration of retirees towards areas such as Te Anau and migration of youth away from areas without adequate provision of education such as Stewart Island and north east Southland impacts on the proportion of aged in each community.

A recent BERL report made projections show that between 2013 and 2043 all townships will see an increase in people aged over 65. In addition, a number of townships will see a decline in those aged under 15 and people aged 15 to 64 years of age. For example, in Edendale/Wyndham the population aged under 15 and the population aged 15 to 64 will decline respectively by a small amount, while the population over 65 will almost double.

A significantly ageing population has implications for the viability and wellbeing of communities within the District and Council will have a role to play in assessing how it can best support them.

Figure 2: Age breakdown in Southland District Council from 2013 to 2043

	2013				2043			
	Under 15	15–64 Years	Over 65	Total people	Under 15	15–64 Years	Over 65	Total people
Balfour	25	70	25	120	27	80	63	170
Browns	24	73	12	109	20	90	15	125
Edendale/Wyndham	230	690	190	1,110	190	640	370	1,200
Gorge Road	34	75	9	118	84	94	11	189
Lumsden	84	260	66	410	100	250	100	450
Manapouri	30	150	50	230	43	110	87	240
Monowai	0	18	8	26	0	8	9	17
Nightcaps	46	190	64	300	50	150	100	300
Ohai	74	180	56	310	90	170	80	340
Riversdale	75	240	65	380	56	210	104	370
Riverton	236	850	374	1,460	273	690	617	1,580
Stewart Island/Oban	30	160	39	229	59	159	87	305
Te Anau	325	1,310	315	1,950	330	1,230	880	2,440
Tokanui	27	91	35	153	25	68	55	148
Tuatapere	100	330	140	570	97	310	183	590
Otautau	140	420	130	690	134	350	206	690
Wallacetown	160	450	70	680	130	440	190	760
Winton	396	1,280	574	2,250	410	1,340	930	2,680
Mossburn	35	140	35	210	40	110	70	220
Wairio	24	85	3	112	34	107	4	145
Orawia	26	70	9	105	44	75	11	130
Curio Bay	3	39	15	57	0	47	23	70
Southland District	6,700	19,500	4,100	30,300	7,600	20,500	8,600	36,700

Housing

The cost, availability and quality of housing have come to the forefront in the public arena in NZ in the last few years and it is notable that the housing stock was mentioned frequently as an issue in Southland in the BERL report for Southland District Council. A shortage of emergency housing, affordable rentals, houses for key workers, and executive housing are issues that will continue to impact the district, especially regarding recruitment in the Winton Wallacetown and Waihopai Toetoes communities.

Southland District's pro rata share of the 10,000 additional population by 2025 targeted in the SoRDS (Southern Regional Development Strategy) would be around 3,200. With an average of 2.6 people per household in the District, this implies a need for roughly 1,230 new homes, or nearly 140 a year between 2017 and 2025. However, Statistics NZ data on consents for new residential buildings in the District reveal an average of only 84 a year in the five year period between 2013 and 2017. The number of consents was on an upward trend during that period, but it reached a high of only 101 in 2017. In the year to September 2018, consents were granted for a total of 76 new residential buildings, which equates to just over 100 on an annualised basis.

The Council needs to consider if it is doing enough to ensure that there is sufficient residential land in the right places for the population it wants achieve.

Legislative Changes

A bill, currently at Select Committee stage in Parliament, is likely to influence the way Councils perform their functions if, as seems probable, it is enacted.

At present, the Local Government Act 2002 (as amended in 2012) provides for local authorities to play a broad role in meeting the current and future needs of their communities for good quality local infrastructure, local public services, and performance of regulatory functions. This has led Southland

District Council to taking what one of the key informants in the BERL report described as a Three Rs approach (rates, roading and rubbish).

The Local Government (Community Wellbeing) Amendment Bill will restore the purpose of local government to be: to promote the social economic, environmental and cultural wellbeing of communities. These are often referred to as the 'Four Wellbeings'.

Different observers might have different views on whether Council actually has a Three Rs approach or whether it does play a broader role in fulfilling its functions, but at minimum, the enactment of the bill would require Council to account for how it is pursuing the Four Wellbeings.

Research Area 2 - People

Multiculturalism

The Southland District's population is growing at a slower rate than New Zealand population as a whole is growing, which is partly due to the Southland District having a lower rate of international immigration (BERL Southland District – Shaping Positive Community Futures, Compendium report).

However, the Southland District is in a good position to attract migrants and other people looking for a better all-round lifestyle. BERL's Southland Community Futures, Stage 3 Report identified that migrant workers were highly regarded in the Southland District, as workers and also as members of their communities.

In relation to migrants, BERL's Stage 3 Report outlined that in Southland there is a need to focus on "what is needed to attract and retain migrants from the rest of New Zealand", and "what support employers might need to attract and retain key workers", from New Zealand and abroad.

Technology

The world we live in is rapidly changing. Emerging technologies in transport, communications and energy; combined with climate change, social movements, structural ageing and other 'mega trends' mean that the future we are planning for is uncertain.

Technological change will majorly transform rural and provincial New Zealand, and the pace of such change is accelerating to the extent that predicting the future economic and social landscape is increasingly difficult.

The following changes/impacts have been identified as some parts of Southland's imminent future (Source = BERL report and Future of the Future).

Figure 3: Changes and impacts to Southland's future



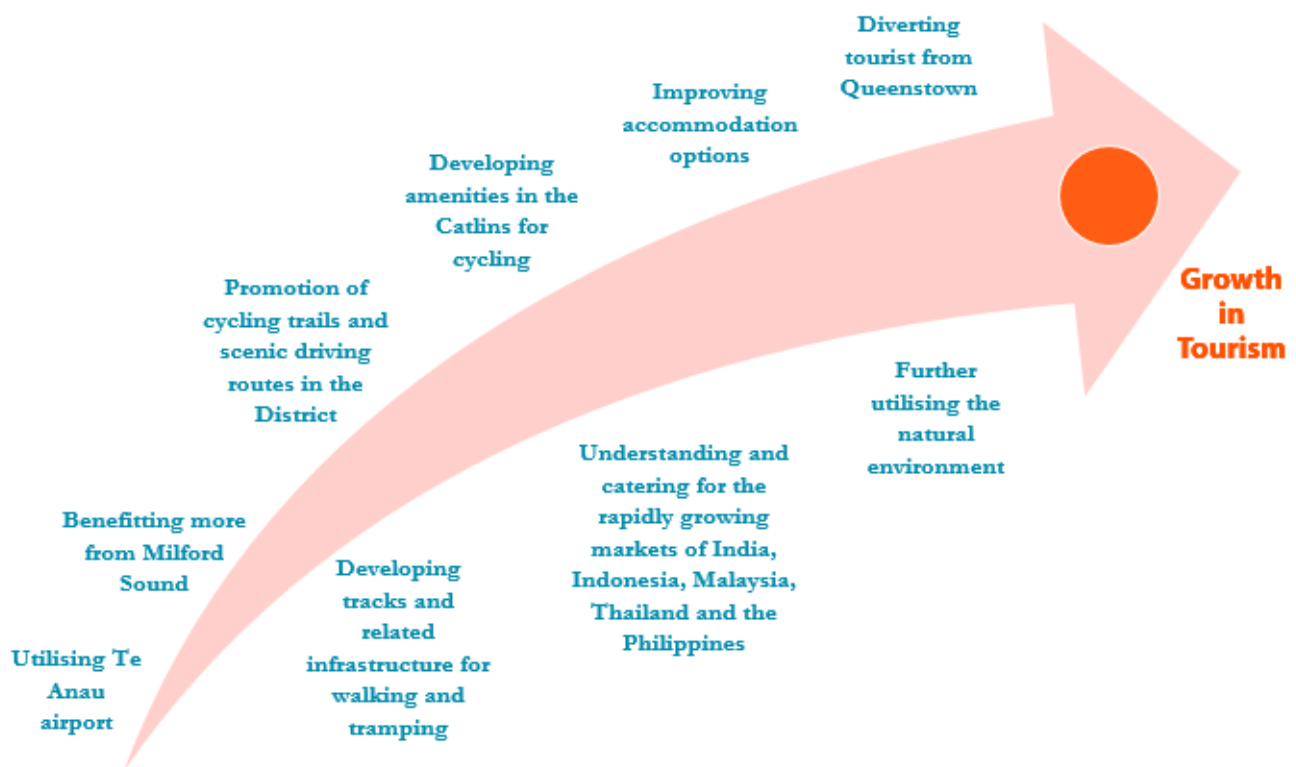
Tourism

The number of international visitors to New Zealand is doubling every 15 years. In order to share in the benefits from the growth in tourism, the Southland District will need to continually develop its visitor infrastructure and the range of attractions it has to offer.

The Southland Murihiku Destination Strategy, the development of which is being led by Venture Southland, will be important in this respect, and Southland District Council will participate in its development and implementation. There is also a tourism action team as part of SoRDS.

A range of ideas to develop better services for visitors and to provide further attractions for visitors, were discussed in the reports produced recently by BERL. These ideas are represented in the image below.

Figure 4: BERL ideas for better services for visitors to Southland District



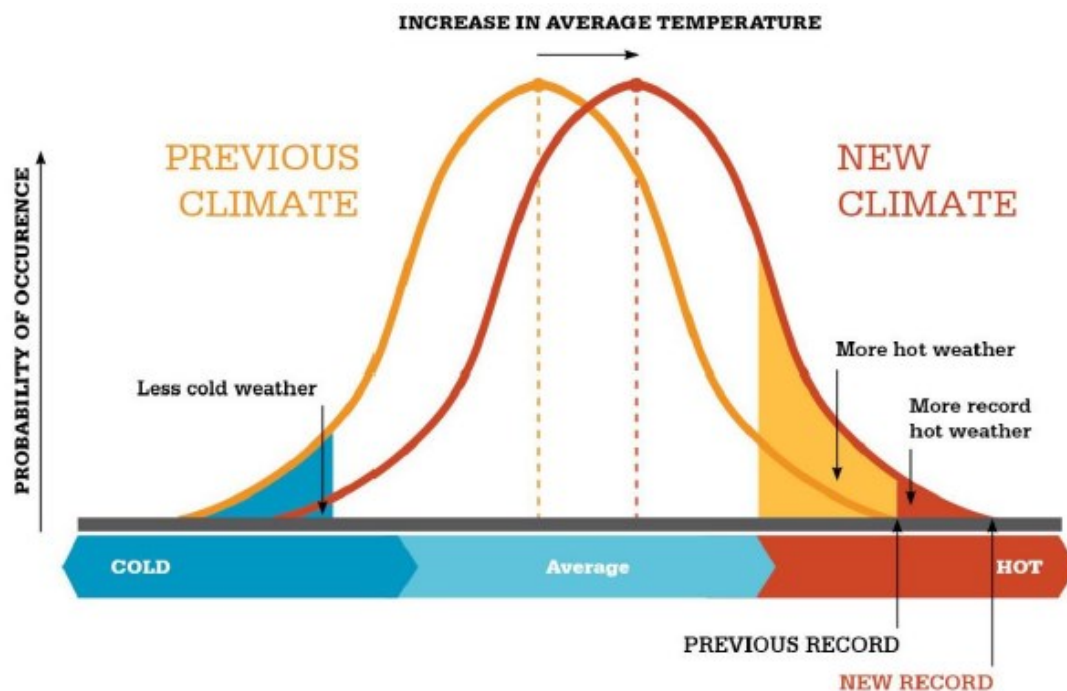
Research Area 3 - Environmental

Climate Change

The global climate system is changing. There are projected increases for Southland in temperature, overall precipitation (particularly over autumn and spring), and the frequency of dry days (especially in summer) that are all likely to have consequences for our communities. These changing conditions will put biodiversity and the health of ecosystems under pressure. As well, sea level rise will increase flooding risks.

The recent NIWA Southland Climate change impact assessment report¹ addresses potential impacts of climate change on a range of components of climate, hydrology and coastal processes across Southland. The assessment considers two different global warming scenarios (a mid-level warming and a high level warming) that are dependent on the level of emissions over the next century. The combination of climate models and warming scenarios provides for a plausible range of future climatic responses.

Figure 5: Schematic showing how small shifts in average temperature result in large changes in extreme temperatures



¹ Prepared for Environment Southland, Invercargill City Council, Southland District Council and Gore District Council (August 2018) by NIWA (report 2018120CH).

Figure 5 from the NIWA report shows how small changes in average temperature result in significant increase in hot and very hot weather (represented by the area under the curve).

<ul style="list-style-type: none">• the projected Southland temperature changes increase with time and emission scenario. Future annual average warming spans a wide range: 0.5-1°C by 2040, and 0.7-3°C by 2090
<ul style="list-style-type: none">• floods (characterised by the Mean Annual Flood) are expected to become larger everywhere
<ul style="list-style-type: none">• central northern part of the Southland Region is projected to experience the largest increases in meteorological drought (assessed using Potential Evaporation Deficit; soil moisture content is reduced and vegetation/pasture growth is hindered) in the future across both time slices and all emission scenarios
<ul style="list-style-type: none">• the occurrence of heatwaves will double by 2040
<ul style="list-style-type: none">• sea level rises are expected to be between 0.2-0.3 m above present levels by 2040 and increasing to 0.4-0.9 m by 2090

Climate change has the potential to influence investment in built development (i.e. changes in coastal development, flood plain development) but also types of farming (ties to land use discussed below), and will also create new opportunities in terms of types of farming and businesses. More work to down scale this further to a local level in specific areas and consideration of specific infrastructure implications has yet to be undertaken; the LiDAR mapping project is part of this proposed area of work.

The establishment of the Climate Change Commission and a Zero Carbon Act will have implications for how everyone does business including Council.

Land Use

For the previous Long Term Plan, Council used Infometrics Ltd land use projections. This data generated percentage changes to different uses of land in the district (dairy, forestry, etc). Since these projections were made, there have been significant changes to the regulatory environment for agricultural land use. This may alter the way that investment decisions are made and therefore the land use changes that will occur. Accordingly, it is unlikely that it would be accurate to use the Infometrics Ltd land use projections again.

A good source of mapping information showing current land use is the Southland Economic Project: Urban and Industry report which was presented to Councillors in 2018 by Emma Moran. Mapping in this report provides an excellent current snapshot of a wide variety of land uses across Southland.

The global economy is the main driver behind changes to land use. Related to this are the implications of central government initiatives such as the Zero Carbon Act mentioned above. In addition, the Ministry for the Environment has commenced on policy development regarding resilience in landuse planning (natural hazards and climate change adaptation). This is likely to proceed to national direction.

Natural Disasters

Flooding

The Environment Southland flood warning system provides good warning and lead time for planning purposes. However, under almost every climate change scenario, storms will become more frequent and intense and communities will feel the effects more regularly and intensively. Any new development should be undertaken with a view to mitigating exposure to flood risk.

Earthquake/ Alpine Fault

The next severe earthquake on the Alpine Fault is likely to occur within the lifetime of most of us, or our children.² Alpine Fault Magnitude 8 is a South Island wide project to save lives by planning and preparing a coordinated response across the South Island after a severe earthquake on the Alpine Fault.

Tsunami

Emergency Management Southland has a Group Tsunami Plan which includes identifying tsunami vulnerability zones.³ Milford Sound has a nationally significant tsunami hazard under the Civil Defence Emergency Management Act 2002.

Localised slips and rock fall hazards

Given Council's vast landmass, there are realistically many unknown hazards of this type across Southland. Two that are known are Ringaringa on Stewart Island/Rakiura (active slip) and Milford Sound (rockfall hazard from an overhang).

All of these natural disasters highlight the significance of robust emergency management systems. Their importance is likely to grow, underscoring the need for continued support going forward to Emergency Management Southland.

Environmental standards/resource consents

The Proposed Southland Water and Land Plan will impact the manner in which business is conducted in Southland. The costs of compliance with new standards will be significant and the outcomes of any consenting process are increasingly uncertain.

The Resource Management Act 1991 ("RMA") was amended in 2017 as part of further streamlining work that the previous National Government had committed to. This introduced the requirement for the development and gazetting of a National Planning Template that all RMA plans must adhere to within a specified timeframe. One of the challenges in this regard will be funding the shift to e-planning requirements as a region.

Other regulations that have come into force since the last LTP include:

- National Policy Statement for Freshwater Management 2014 (amended in 2017)
- National Environmental Standards for Plantation Forestry (came into force on 1 May 2018)

² <https://projectaf8.co.nz/>. Date accessed: 12 March 2019.

³ <https://civildefencesouthland.govt.nz/>. Date accessed: 12 March 2019

- National Policy Statement on Indigenous Biodiversity (currently in development; proposed to be consulted on in the third quarter of 2019).
- allocation of freshwater resources (proposed consultation during May 2019 – Sept 2020)
- Regional Catchment Limiting setting (development of limits via collaborative community process has been initiated with registrations of interest called for the Regional Forum Group)
- RMA reform (to be considered during 2019).

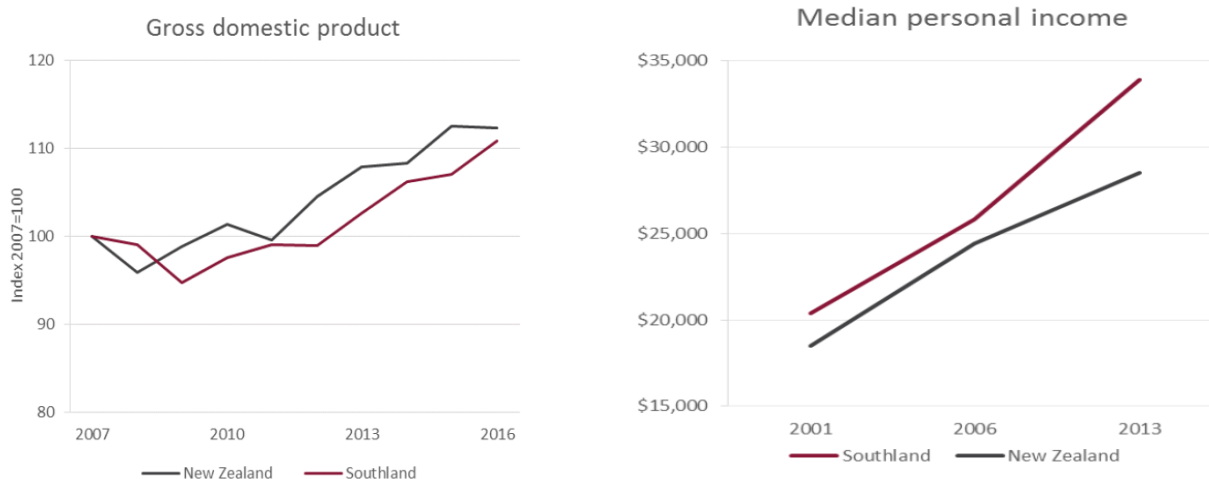
These national regulations create additional work at the local government level; the challenge is to resource this.

Research Area 4 - Economic

General economic trends

GDP growth in New Zealand is expected to continue to the December 2019 quarter (Treasury HYEPU Basics, December 2018). This growth is expected as a result of strong (albeit slowing) population growth, low interest rates, increased government spending and an expanding international economy. GDP growth is expected to ease by June 2022, as interest rates rise, and population and employment growth slows.

The growth in both the Southland District and in New Zealand has been around 1.5 percent per year on average since the Global Financial Crisis. Interestingly, the median personal income in the Southland District is growing at a faster rate than the median income across NZ. Personal income and GDP trends, are shown in the graphs below.



BERL have also identified some other economic trends for the District:

- slightly more people have left the labour force (may be global financial crisis related/people voluntary deciding to no longer seek work/people giving up trying to find work)
- there are fewer beneficiaries, more pensioners
- there has been little growth in the number of businesses (at odds with the rest of New Zealand)

- there is an enduring trend that local businesses hire smaller numbers of people (compared the rest of New Zealand)
- home ownership rates in the district are falling.

Labour markets

In the Southland District, there is projected to be a significant tightening of the labour market between 2018 and 2033, to a point where demand for labour exceeds the entire population aged from 15 to 64 years old (BERL Stage 3 report). The rate of volunteering is also expected to decrease.

BERL believe, that outside of attracting internal and international migration, ways to ensure that labour demand requirements are met include:

- encouraging young people to stay in Southland or return after completing qualifications, and
- encouraging more labour participation

BERL mention that encouraging young people to live in the District and encouraging labour participation could be achieved by:

- improving telecommunications and the internet service
- improving the cost, availability and quality of housing
- ensuring there is sufficient land in the right places for the population the District wants to achieve
- offering cadetships and exploring ways to enable seasonal workers to work across different sectors
- working harder to engage with schools and tertiary institutes to ensure agri-food opportunities are viable options

Primary Sector

Half of the businesses operating in Southland District are in the primary sector. Ninety eight percent of these primary sector businesses operate in the industries of agriculture or forestry (BERL – Compendium Report 2018). BERL estimate that 18.3 percent of total employment (measured in Full-time Equivalents) in the District is in Dairy Farming. Some communities in the District are almost entirely dependent economically on dairy farming, and this makes them vulnerable to a significant decline in global dairy prices or a major livestock disease outbreak.

The outlook for the primary sector over the short term is reasonably positive considering the risks associated with the predicted slowdown of economic growth in key markets. There is still a high demand from China and dairy prices are being supported by a decline in global supply growth. Stock prices are high for sheep and beef, and horticulture and forestry are also looking in positive shape (ANZ Research, Quarterly Economic Outlook, Ticket to ride, January 2019).

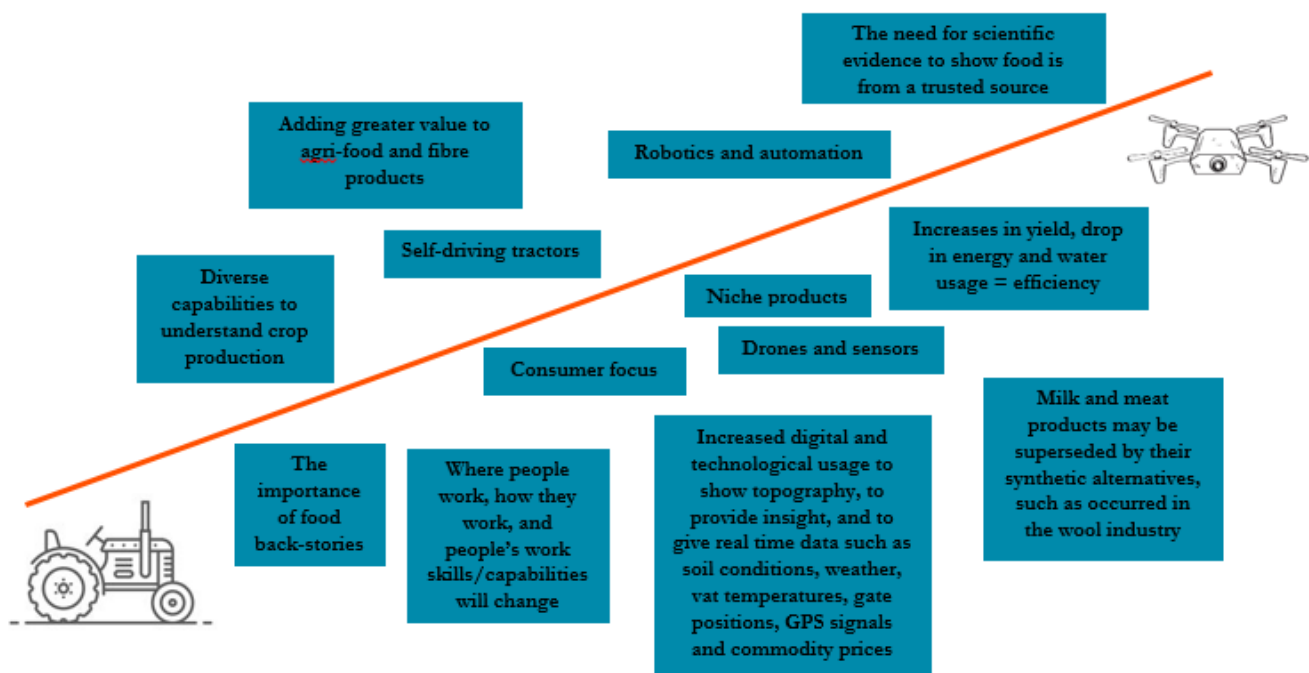
A Business Extension SoRDS Action Team is aiming to harness the potential for existing businesses in the primary sector to grow sustainably and increase productivity and performance. BERL believe there are further actions Council could take to complement the SoRDS-related work to promote sustainable agriculture. These actions are:

- to promote farm diversification and development of downstream derivatives of farming

- improving environmental sustainability would mean reducing vulnerability to stricter controls on emissions and pollutants. This could include planting additional crops or varying livestock types, adding value on-farm to farm produce, or developing on-farm experiences and facilities to attract tourists
- improving economic sustainability would mean diversifying farm businesses to reduce their dependence on narrow income streams in volatile markets
- to make it easier for migrant agricultural workers to put down permanent roots in the District.

The changes likely to occur in the primary sector in the District are phenomenal - 'akin to coping with the large scale shift from agricultural work to manufacturing that occurred in the early 20th century' (Future of the future paper).

A number of likely changes in the primary sector have been identified by BERL and in the Future of the Future Report. These are outlined below.



Affordability

For Council, affordability is likely to be an important issue in the District in relation to levels of rating, and in relation to community wellbeing.

In relation to rating, a proposed affordable level of rates identified in a local government rates enquiry is rates that are less than 5% of total household income. Rates for this Council, before including regional council rates, are nearing the 5% of total household income indicator for many of our townships, and in two of our communities they are over. This means that going forward, the ability to continue to significantly increase rates is limited.

Endorsement and Adoption of Big Picture Workshop and Strategic Workshop Summary

Record No: R/20/5/11098
Author: Jason Domigan, Corporate Performance Lead
Approved by: Rex Capil, Group Manager Community and Futures

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to endorse and adopt the big picture workshop and strategic workshop findings confirmed at 6 May 2020 Community and Strategy Committee.
- 2 These findings will be used in the strategy development work programme to be undertaken to support the next stages of the longer term integrated planning approach for the District.

Executive Summary

- 3 At the meeting on 6 May 2020, the Community and Strategy Committee recommended Council endorses and adopts the key outcomes, big issues and future planning priorities identified at the big picture workshop on 31 January 2020 and the principles from the strategic workshop on 19-21 February 2020.
- 4 As part of the 2019-2022 triennium Council induction programme, Council recently participated in two workshops with a longer term and strategic focus.
- 5 On 31 January 2020 Alicia McKay facilitated “The Big Picture” workshop with councillors and executive leadership team members.
- 6 On 19-21 February 2020 Council staff facilitated a strategic workshop with Council elected members including the mayor, councillors and community board chairs.
- 7 The workshops provided the opportunity to generate conversations and thinking about the big issues and longer term challenges facing the District as a whole and Council specifically.
- 8 A number of the key themes and findings have been captured to assist with developing an approach to undertake next steps and to align and integrate where possible with the Long Term Plan 2021-2031 process.
- 9 There will be consideration given to the impact of COVID-19 on the short term response and medium to long term recovery and restart phases. The work being undertaken in this area will be reported back to Council once completed. However, it is important to recognise the big picture and strategy workshop purpose was for Council to consider the 10 to 30 year horizon for the District. To this end, the workshop sessions will assist Council in staying on strategy albeit that it may decide to alter the approach that is pursued in the short term as a result of the impacts of events, like COVID-19, which will inevitably occur at different stages of its strategic journey.

- 10 The report from group manager community and futures, to Community and Strategy Committee - 6 May 2020 - Big Picture Workshop and Strategic Workshop Summary is included as an attachment to this report.

Recommendation

That Council:

- a) **Receives the report titled “Endorsement and Adoption of Big Picture Workshop and Strategic Workshop Summary” dated 13 May 2020.**
- 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) **Notes that the Community and Strategy Committee at its 6 May meeting recommended Council endorses and adopts the key outcomes, big issues and future planning priorities identified at the big picture workshop on 31 January 2020 and the principals from the strategic workshop on 19-21 February 2020.**
- e) **Endorses and adopts the key outcomes, big issues and future planning priorities identified at the big picture workshop on 31 January 2020 and the principals from the strategic workshop on 19-21 February 2020.**

Attachments

- A Report to Community and Strategy Committee - 6 May 2020 - Big Picture Workshop and Strategic Workshop Summary [📄](#)

Big Picture Workshop and Strategic Workshop Summary

Record No: R/20/4/9566
Author: Rex Capil, Group Manager Community and Futures
Approved by: Steve Ruru, Chief Executive

☐ Decision ☒ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to confirm the Big Picture Workshop and Strategic Workshop findings and to then give consideration to these when reviewing and updating the draft strategic framework as part of the Long Term Plan 2021-2031 development.

Executive Summary

- 2 As part of the 2019-2022 triennium Council induction programme, Council has recently participated in two workshops with a longer term and strategic focus.
- 3 On 31 January 2020 Alicia McKay facilitated “The Big Picture’ workshop with councillors and executive leadership team members.
- 4 On 19-21 February 2020 Council staff facilitated a strategic workshop with Council elected members including the mayor, councillors and community board chairs.
- 5 The workshops provided the opportunity to generate conversations and thinking about the big issues and longer term challenges facing the District as a whole and Council specifically.
- 6 A number of the key themes and findings have been captured to assist with developing an approach to undertake next steps and to align and integrate where possible with the Long Term Plan 2021-2031 process.
- 7 There will be consideration given to the impact of COVID-19 on the short term response and medium to long term recovery and restart phases. The work being undertaken in this area will be reported back to Council once completed. However, it is important to recognise the big picture and strategy workshop purpose was for Council to consider the 10 to 30 year horizon for the district. To this end the workshop sessions will assist Council in staying on strategy albeit that it may decide to alter the approach that is pursued in the short term as a result of the impacts of events, like COVID-19, which will inevitably occur at different stages of its strategic journey.

Recommendation

That the Community and Strategy Committee:

- a) Receives the report titled “Big Picture Workshop and Strategic Workshop Summary” dated 24 April 2020.**
- 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) Endorses the key outcomes, big issues and future planning priorities identified at the Big Picture Workshop on 31 January 2020 – being:**

Key Outcomes

- **happy, healthy Southlanders**
- **resilient, engaged communities**
- **thriving, sustainable economy**

The Big Issues

- **climate change**
- **infrastructure investment**
- **funding constraints and options**
- **Council’s economic and social remit**
- **iwi and partner relationships**
- **service delivery structures**

Future Planning Priorities

- **show leadership through infrastructure spend**
- **boost local economy and support industry**
- **support managed retreat for declining communities**
- **foster community self sufficiency**
- **invest in strategic partnerships**
- **long term funding and investment strategy**
- **central government relationship strategy**
- **approach iwi to consider new ways to build relationships**

- e) Endorses the principles from the Strategic Workshop on 19-21 February 2020 – being:**

- **community well-being – understanding Council (the organisation) needs to change how it thinks, operates and makes decisions and move toward the implementation of the four well-beings in our decisionmaking approach and what we do**
- **environment – understanding and recognising the increasing community and generational awareness of kaitiakitanga - that the guardianship and protection of the environment – regeneration ideals surpass sustainability**

- future generations – taria te wa and manaakitanga – recognising and acknowledging that Council has to advance long term thinking with the communities it serves, the concept of caring for others and that it is ok for conversations to be about the next 50-100 years
 - Tikanga Maori and cultural authenticity – recognising the responsibility to embrace tikanga or cultural beliefs and value set of tangata whenua – drawing on the traditional principles of stewardship and guardianship for others.
- f) Notes that staff will integrate the themes and principles as part of the next stages of the LTP 2021-2031 including reviewing and revising the draft strategic framework.
- g) Note that staff will give consideration to the findings and direction provided when developing the strategy development work programme required to be undertaken to support the next stages of the longer term integrated strategic planning approach for the District.
- h) Note that staff will report back to the Committee on the COVID-19 research work being undertaken and how this might be best incorporated into Council's short to medium term approach to pursuing its strategy once this research work has been completed in the next two months.
- i) Recommend to Council that it endorse and adopt the key outcomes, big issues and future planning priorities identified at the Big Picture Workshop on 31 January 2020 and the principles from the Strategic Workshop on 19-21 February 2020.
- j) Recommend to Council that it support the integration and incorporation of the themes and principles into the next stages of the LTP 2021-2031 process including reviewing and revising the draft strategic framework.
- k) Recommend to Council that it support the integration and incorporation of the themes and principles into the strategy development work programme required to be undertaken to support the next stages of the longer term integrated strategic planning approach for the District.

Background

- 8 As part of the 2019-2022 triennium Council induction programme, Council has recently participated in two workshops with a longer term and strategic focus.
- 9 As further context, Council at its 19 June 2019 meeting received the report titled “Big Picture Workshop and Strategic Workshop Summary” and “Noted the draft strategic framework for the Long Term Plan 2031”.
- 10 The draft strategic framework presented to the June 2019 meeting was developed following a series of workshops in March 2019 (involving the Youth Council as well as Council) and May 2019. The feedback from these workshops was acknowledged and informed the draft strategic framework as detailed and noted in the following table:

Mission: Working together for a better Southland
Vision: “Southland – one community offering endless opportunities”
Community Outcomes <ul style="list-style-type: none">• <i>Environment</i> - Kaitiakitanga for future generations• <i>Culture</i> - Inclusive, connected communities• <i>Economic</i> - A diverse economy creating healthy and affordable lifestyles• <i>Social</i> - Empowered communities with the right tools to deliver the best outcomes
Strategic Priorities: <ul style="list-style-type: none">• Improve how we work to build resilience• Better preparing our communities and council for future changes• Provision of appropriate infrastructure and services• Support healthy environments and sustainable communities

- 11 Following on from the recent Big Picture Workshop and Strategic Workshop it is appropriate for this triennium’s (2109-2022) Council to consider the draft strategic framework and review, revise and refine it as required.
- 12 A further report will be presented to Council at its 20 May 2020 meeting to enable it to consider the findings from the recent workshops and review and revise as required the draft strategic framework to be incorporated into the draft Long Term Plan 2021-2031.

The Big Picture Workshop

- 13 On 31 January 2020 Alicia McKay facilitated a workshop with councillors and executive leadership team members.
- 14 The workshop was intended to generate discussion and hard thinking about the big issues facing Southland District in the long term, and where and how Council can play a leadership role in that. Attachment A provides a summary of the findings from the day.
- 15 The key findings from the day can be broken down into key outcomes, the big issues and future planning priorities.

- 16 Key outcomes identified for the District are:
- happy, healthy Southlanders
 - resilient, engaged communities
 - thriving, sustainable economy.
- 17 The big issues identified were:
- climate change
 - infrastructure investment
 - funding constraints and options
 - Council's economic and social remit
 - iwi and partner relationships
 - service delivery structures.
- 18 Future planning priorities identified for the district are:
- show leadership through infrastructure spend
 - boost local economy and support industry
 - support managed retreat for declining communities
 - foster community self sufficiency
 - invest in strategic partnerships
 - long term funding and investment strategy
 - central government relationship strategy
 - approach iwi to consider new ways to build relationships.
- 19 The workshop provided an opportunity for all involved to participate and contribute in a constructive and positive way. The constant throughout the day was the recognition of the importance to be prepared to have the conversations and to consider the challenges and opportunities from a long term, intergenerational future perspective.

Strategic Workshop

- 20 On 19-21 February 2020 Council staff facilitated a strategic workshop with Council elected members including the mayor, councillors and community board chairs.
- 21 The sessions throughout the 2 ½ days involved interactive sessions delivered by Dr Ganesh Nana (BERL), Kristin Dunne (Tourism Bay of Plenty), mayor and councillors and Council staff.
- 22 The aims of the strategic workshop were to develop
- an understanding of the ecosystem and wider context council operates in
 - a shared understanding of the strategic challenges and opportunities facing the District, region and local government as we look to the future

- a view on how Council might best plan for and provide leadership at a District and regional level in relation to the strategic challenges it and the District's communities face
- an understanding of the purpose and need for longer term planning (30 years) and commit to achieving a shared vision for the District
- an understanding of the collective responsibility required to achieve strategic goals and the approach needed to pursue to realise the future vision for the District and region
- the shared understanding required and prioritise how Council (the organisation) needs to function if it is to provide the leadership needed for the District and region to be successful
- a way to build on the Big Picture Workshop findings from 31 January 2020.

23 Key themes that were identified throughout the workshop included:

- how communities are viewed can vary and can be considered by way of communities of place; communities of interest; communities of identity
- a need for recognition and consideration of those who are not in the room or at the table – iwi, young, migrants as examples
- a recognition that business as usual is not business as usual anymore and that traditional systems and models are not keeping up with disruptors
- a fundamental role of local government is that it is close to community and Council is representative of its community and Council exists to serve its community
- the stakeholders of Council are much more than ratepayers and are not defined by geographic boundaries
- the reintroduction of the four well-beings (social, economic, environmental, cultural) as the purpose of local government in the Local Government Act 2002 has provided the opportunity to consider the wider wellbeing benefits and costs when decisionmaking
- the well-beings consideration assists in defining value by being consistent with values. To understand this we need to consider decisions against our values
- values are related to being guardians of the taonga, a strong sense of turangawaewae and acknowledging that we recognise the mandate of tangata whenua and the community in the decisionmaking required
- engaged communities isn't the same as engaging with communities
- a recognition of requiring an open mind to new ways of doing things and the recognition of Council needing to move from the traditional 'power and control' model to offset the imbalance of power in the community
- a need to focus on communication and engagement – cannot expect the people to come to us – Council needs to go where the people are
- the concept of a hub is much broader than a physical location – it involves a social connectedness of people and connected services that help build stronger communities.

24 The four key principles recognised as a result of the workshop include:

- community well-being – understanding Council (the organisation) needs to change how it thinks, operates and makes decisions and move toward the implementation of the four well-beings in our decisionmaking approach and what we do
- environment – understanding and recognising the increasing community and generational awareness of kaitiakitanga - that the guardianship and protection of the environment – regeneration ideals surpass sustainability
- future generations – taria te wa and manaakitanga – recognising and acknowledging that Council has to advance long term thinking with the communities it serves, the concept of caring for others and that it is ok for conversations to be about the next 50-100 years
- Tikanga Maori and cultural authenticity – recognising the responsibility to embrace tikanga or cultural beliefs and value set of tangata whenua – drawing on the traditional principles of stewardship and guardianship for others.

25 A point that was raised early at the workshop was the recognition of iwi absence in the room and it initiated the bigger conversation regarding Council's overall relationship with iwi. Throughout the workshop it became increasingly important as a topic and theme and is recognised as a relationship development priority.

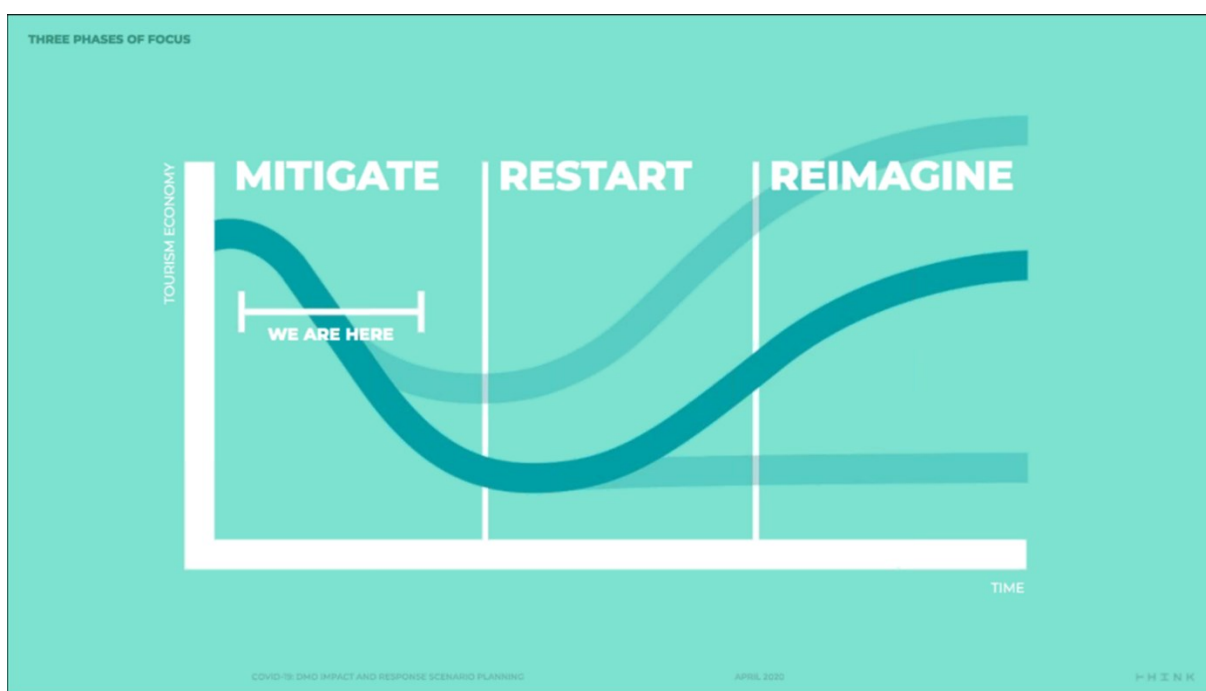
Issues

- 26 Council needs to confirm the Big Picture Workshop and Strategic Workshop findings and to then give consideration to these when reviewing, revising and updating the draft strategic framework as part of the next stages of the Long Term Plan 2021-2031 development.
- 27 As with long term strategic planning activities there are a number of philosophical and political ideological issues that can be raised. In this regard there is no right or wrong or even resolution to matters raised but more a recognition that there are differing views that need to be considered.
- 28 The other significant point highlighted at both of these workshops was the recognition that change is difficult to advance; that the change required will take time; that this is a process that involves both Council and stakeholders and therefore is reliant on a collective will to participate and change; that in fostering and encouraging change there needs to be a recognition of the need to change habits and create new habits.
- 29 Some of the specific issues and challenges identified included:
- how do Council and community/stakeholders connect?
 - how does Council (as an organisation) create the environment to support the change required in the way of working?
 - how do we recognise a lot of the change required relies on strong relationships and mutual respect from the various parties involved?
 - how does Council get the message of its strategic framework, direction and associated change that is happening or required outside of Council chambers – both externally to the communities/stakeholders and internally to its operations and service deliverers?
 - how is it recognised that this is not just a Council issue – it is a challenge for the community as much as for Council that requires leadership from and within the community?

- 30 It is important that Council recognises the challenges ahead of it and that it is provided with the relevant and appropriate detailed information to best make informed decisions.
- 31 There is the need to ensure that systems and processes are developed that support the change recognised and required.
- 32 The opportunities that have been identified in discussing the thinking required to deal with the long term challenges has meant that Council has focussed its thinking to address and consider alternatives. This has also allowed for different conversations starting to be had. While this might be challenging to the status quo it also provides an opportunity for Council to advance its role in the representative leadership and civic leadership areas of responsibility. This is not always easy, but is necessary.

COVID-19

- 33 As we are aware New Zealand is currently in a national state of emergency as a result of the COVID-19 global pandemic event. The community wellbeing impact of COVID-19 at an international, national, regional, district and local level is still to be well understood and is speculative in nature at this early stage.
- 34 There will be the need for Council to undertake various pieces of work to understand in more detail the impact of the COVID-19 event to the district. It is intended this will require the pieces of work to be planned and its development phased to occur as the event unfolds and associated insights are developed and impacts realised.
- 35 Currently, in the mitigation and response phase, Council's Strategy and Policy team has initiated some analysis and assessment work which will assist in informing some of Council's corporate performance planning work, Great South has been involved in collecting information relating to business impacts across the region, Emergency Management Southland has also been collecting information relating to community welfare related matters. Council's Community Leadership team has also been working alongside community elected representatives and community leaders in considering response issues.
- 36 As we move into the recovery and rebuild phases there will be other series of work required to be undertaken to assist with analysis and assessment of the impact. This work will still focus on the short to medium term in the interim and the longer term strategy work that Council has undertaken will remain as the foundation for Council's vision and direction. In this regard it is important Council stays on strategy but realises it can alter or amend its shorter term plans and work programmes to deal with the immediate needs.
- 37 Some recent literature and information that has come through from Destination Think and McKinsey and Company sums up the phases and stages to consider in dealing with COVID-19 in the immediate and short term.
- 38 This first slide from Destination Think recognises the phases to progress through in dealing with the COVID-19 event over time.



- 39 The second slide from McKinsey and Company recognises the scenario planning required at the various levels or stages of the planning process in dealing with the COVID-19 event in these early stages.



- 40 To provide a context in this scenario based planning approach we have been operating at level 1 and it is now recognised we need to switch to level 3 to assist in making informed decisions for the shorter term based on data, research, expert insights and analysis.
- 41 This work, separate to the longer term strategy work required, will become a focus in response to COVID-19 and the immediate and shorter term plan prioritisation and work programme

decisions that need to be made. It is about staying on strategy and adapting the approach taken in the short to medium term to how Council might head towards its long term strategic focus.

- 42 The approach to be pursued in the short to medium term still needs to be developed. It is intended that this work will be developed and discussed with Council in the next three months once the research work currently under development to provide data and insights into the likely impacts of COVID-19 is available.

Factors to Consider

Legal and Statutory Requirements

- 43 There are no legal or statutory requirements related to the workshops. However, the themes and principles will inform the Long Term Plan 2021-2031 strategic framework which is a requirement of the Local Government Act 2002.

Community Views

- 44 Community views will be considered as part of the Long Term Plan 2021-2031 whereby the strategic and long term thinking and direction will be considered.
- 45 The community engagement processes will also allow Council to inform and provide greater level of detail and clarity on issues that the community requires an awareness of.
- 46 Community views and community understanding will be important for the future consideration of the long term thinking required and the associated principles recognised as important for Council.

Costs and Funding

- 47 There are no extraordinary costs or funding requirements as a result of the workshops. The workshops were planned and part of the work programmes and budget for the 2019 – 2020 financial year.

Policy Implications

- 48 There are no policy implications related to the workshops findings. The information identified and themes and principles identified will assist in refining and confirming the strategic framework development as part of the Long Term Plan 2021-2031.

Analysis

Options Considered

- 49 There are two options to consider – (1) Agree and endorse the Big Picture Workshop key outcomes, big issues, future planning priorities and the Strategic Workshop principles are an accurate representation of the workshop discussions or (2) Do not agree that the Big Picture Workshop key outcomes, big issues, future planning priorities and the Strategic Workshop principles are an accurate representation of the workshop discussions.

Analysis of Options

Option 1 – Agree and endorse the Big Picture Workshop key outcomes, big issues, future planning priorities and the Strategic Workshop principles are an accurate representation of the workshop discussions.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• provides a good summary record of the respective workshop discussions to be used to support future planning and prioritisation discussions• assists staff with developing the next stages of the Long Term Plan 2021-2031 and reviewing and refining the draft strategic framework• provides direction to the organisation and communities as they contemplate the issues and opportunities available to them• supports the development and focus for the next phases of community engagement and clarification of key messages.	<ul style="list-style-type: none">• could be viewed as limiting and narrowing the focus of the planning process prematurely• does not recognise that planning processes are fluid and subject to short term changes which Council has limited influence over.

Option 2 – Do not agree that the Big Picture Workshop key outcomes, big issues, future planning priorities and the Strategic Workshop principles are an accurate representation of the workshop discussions.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• reopens the conversation to ensure clarity is achieved and agreement is able to be reached• assists in closing the loop by getting clarification and correcting any matters that not are agreed with so they can be confirmed accordingly.	<ul style="list-style-type: none">• if agreement is not reached then does not assist with providing clarity of direction• makes it difficult to confirm the overall direction and purpose and deliver key messages to the community• creates uncertainty for staff and communities around the future focus and key points for consideration as part of the Long Term Plan 2021-2031 development process.

Assessment of Significance

50 This is not recognised as significant in terms of the Significance and Engagement Policy.

Recommended Option

- 51 It is recommended by staff that the Community and Strategy Committee endorse the Big Picture Workshop key outcomes, big issues, future planning priorities and the Strategic Workshop principles are an accurate representation of the workshop discussions.

Next Steps

- 52 If the Community and Strategy Committee approve the recommendations a report will be prepared for full Council recommending it adopt the key outcomes, big issues and future planning priorities identified at the Big Picture Workshop on 31 January 2020 and the principles from the Strategic Workshop on 19-21 February 2020 to support their integration and incorporation into the next stages of the LTP 2021-2031 process and strategy development work required as part of an integrated strategic planning approach for the District.
- 53 There is a sense of understanding across the organisation for the need to continue to progress and develop the principles into the way of working for Council and community. It is recognised that the changing focus and revised approach will take time to transition. It will require refinement and be phased and staged. The two priorities to be undertaken concurrently include
- development of an overarching community well-being framework to support the Southland District Council strategic approach by July 2020
 - recognition and incorporation into the next stage milestones and processes associated with the Long Term Plan 2021-2031 development – including an ongoing review of the strategic framework and supporting the development of activity management plans.

Attachments

- A The Big Picture Strategic Workshop Summary - 31 January 2020

Long Term Plan - Impacts of Covid 19

Record No: R/20/5/10805
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To seek endorsement of a framework within which Council might review its current spending priorities along with opportunities for identifying savings in the way in which it delivers its services as part of the development of the 2021 LTP.

Executive Summary

- 2 Council is aware that the economic recession that is being created as a result of Covid 19 will directly impact the incomes of a number of its ratepayers and other users of its services. As a result a number of them will have reduced ability to pay for the services they require as their income levels reduce.
- 3 As with all recessions the effects of the recession will not necessarily be spread evenly across all sectors of the community. Some parts of the economy will continue to 'do well' while other sections will have a reduction in disposable income levels for a period of time.
- 4 As part of its Long Term Plan (LTP) process Council is conscious of the need to ensure that it is delivering 'good value' from the range of services that it provides. To this end this paper sets out a framework within which Council might identify and consider a range of service efficiency, effectiveness and rates reduction scenarios as part of the process of developing its draft 2021 Long Term Plan (LTP). The decisions that Council makes will be subject to consultation via the draft LTP community consultation process.
- 5 Given that current Treasury economic forecasts suggest that Covid 19 will likely affect the overall level of GDP and levels of unemployment within the New Zealand economy for a period of three to four years it is proposed that the measures considered by Council should have a strong focus on what might be appropriate over years 1 – 3 (the short term) of the 2021 LTP. These could include, for example, delaying the start of loan repayments for capital works projects, changing the timing of when projects might start and/or lowering levels of service for maintenance of unsealed roads for a three year period. Opportunities that might exist in the medium term (ie years 4 – 10) will also be identified where appropriate.
- 6 In progressing this work it is seen as important that Council remain focussed on pursuing its overall Strategic Framework and priorities including management of its strategic risks. The strategic risks include issues relating to a sizeable infrastructure deficit, financial conservatism constraining progress, climate change and a lack of planning for the long term future of its communities.
- 7 Key aspects of the framework proposed for the review process include:

- that Council should use a three year period through to the end of the 2023 – 2024 financial year as a basis for planning for the impacts of Covid 19 on the economy and more broadly in developing the 2021 LTP
- the primary questions that Council needs to consider are whether it:
 - is allocating its available resources to the provision of services that deliver best value to its communities or whether there is an alternative allocation that would give a better overall return
 - can improve the effectiveness and/or efficiency of delivery of the range of services it provides
 - should reduce the level of rating that it sets for the first three years of the 2021 LTP.
- to enable Council to address these questions staff are to develop a number of options that could lead to implementation of an ‘austerity’ option, to be considered alongside of the baseline and thriving options already developed, for the 2021 – 2024 period
- Council confirms that in addressing the above questions and developing its 2021 LTP it will be guided by, and so will not make decisions that are inconsistent with
 - its Strategic Framework
 - its definition of financial sustainability
 - the set of principles outlined in this report.

Recommendation

That the Council:

- a) **Receives the report titled “Long Term Plan - Impacts of Covid 19” dated 13 May 2020.**
- 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) **Determine that it should use a three year period through to the end of the 2023 – 2024 financial year as a basis for planning for the economic impacts of Covid 19 in developing the 2021 Long Term Plan**
- e) **Agree that it should continue to actively monitor the impacts of Covid 19 on its communities**
- f) **Note that it will be able to review its impacts on Southland and the services that Council might deliver as part of future annual plans**
- g) **Determine that the issues that it wishes to address, in further progressing the development of the 2021 Long Term Plan in a way that recognises the impact of Covid 19, include considering whether it:**
 - **is allocating its available resources to the provision of services that deliver best value to its communities or whether there is an allocation of resources that would give a better overall return**
 - **can improve the effectiveness and/or efficiency of delivery of the range of services it provides**
 - **should reduce the level of rating that it sets for the first three years of the 2021 LTP.**
- h) **Ask staff to develop a number of options that could lead to implementation of an ‘austerity’ option for the 2021 – 2024 period**
- i) **Determine that in addressing the above questions it will be guided by:**
 - **Its Strategic Framework which is to be confirmed at its 20 May 2020 ordinary meeting**
 - **Its agreed definition of financial sustainability**
 - **The set of principles outlined in this decision.**

- j) **Determine that the definition of financial sustainability to be used in progressing development of the 2021 LTP is:**

A continuation of the Council's present spending and funding policies, combined with likely developments in the Council's revenue-raising capacity and in the demand for and costs of its services and infrastructure and normal financial risks and financial shocks are unlikely to necessitate substantial increases in council rates (providing rates predictability) or, alternatively, disruptive service cuts (service stability).

- k) **Determine that it will use the following principles to guide the decisions it makes through this review process and in development of the 2021 LTP:**

- **Council is committed to achieving its primary purpose, as recognised in the Local Government Act 2002, which is to advance the social, economic, environmental and cultural well-being of its communities both now and into the future**
- **Council is committed to delivering on its vision, mission and strategic priorities and determines that the 2021 Long Term Plan must show that it is on track to deliver on these priorities over the ten years covered by this plan**
- **Council is committed to putting in place through its 2021 LTP a plan that reduces the top 10 strategic risks to a significantly lower level than that which exists currently**
- **Council acknowledges that it has an infrastructure deficit and that it is committed to including in its 2021 LTP a plan to progressively address this deficit, for assets that it decides are to be retained to assist with the delivery of services in the medium to long term**
- **In looking at prioritising its services between different communities and/or users Council is committed to the principle of an equitable level of access based on need**
- **Council accepts that it must meet legislative, resource consent and other professional standards in the delivery of all of its services and will not propose taking actions that are inconsistent with these requirements**
- **Council will review the value that is delivered by all activities/services and in this regard all services are to be treated equally albeit that there will likely be more discretion in relation to the delivery of discretionary services as opposed to essential and mandatory services**
- **Council will consider ratepayer and/or customer affordability issues at the community, rather than individual ratepayer level.**

- l) **Determine that in considering how it might best take account of the effects of Covid 19 in development of its 2021 LTP it will not make decisions that:**

- **Might compromise the achievement of its Strategic Framework**
 - **Are inconsistent with its definition of financial sustainability and/or the principles identified in this decision.**
- m) Note that it will be asked to confirm its Strategic Framework as part of a separate order paper item on the agenda for its 20 May 2020 ordinary meeting.**

Background

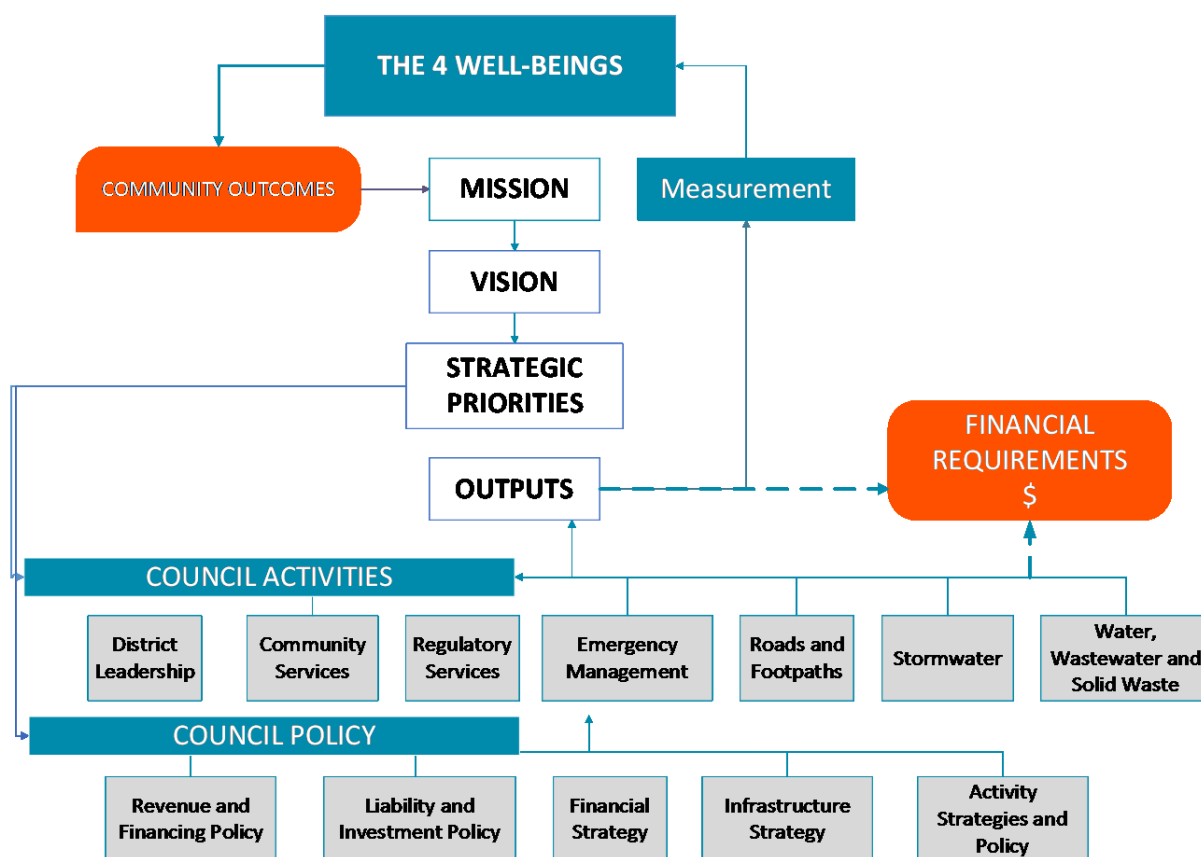
- 8 Covid 19 is a global pandemic that is expected to have significant economic and social implications for a large number of communities particularly in the short – medium term.
- 9 Treasury⁴ has produced a range of economic forecast scenarios that show Covid 19 having significant effects on GDP and levels of unemployment within the New Zealand economy for a period of three to four years. At the end of that four year period the forecasts effectively show the economy returning to the levels of economic activity that were forecast to occur pre Covid 19. A copy of the Treasury forecast scenarios is attached (Attachment A).
- 10 There is obviously a level of uncertainty associated with the Treasury forecasts, given that there are a number of ‘unknowns’ about the health effects of Covid 19 and how these might develop or change over time. The high level forecasts produced also do not necessarily show the impacts on different industries or regions given that they are necessarily, high level forecasts that have been developed at the national level.
- 11 From a Southland District perspective, Council is obviously concerned about what impacts Covid 19 might have on the Southland region/District and the particular industries that contribute to the local economy. This is an area in which staff are seeking further advice from BERL given that they have recently completed work looking at the socio-economic profile of the District and its different communities. This work will assist with development of the 2021 LTP as well as work associated with the response and recovery phases of the Covid 19 pandemic.
- 12 Given the impacts that Covid 19 is expected to have on the national, regional and District economies Council is alert to the reality that an increased number of its ratepayers will have a more constrained ‘ability to pay’ in the short to medium term, relative to those who may face challenges in more prosperous economic times. As a result it is mindful that there can be an increased level of focus placed on the ‘quality’ of the resource allocation and spending decisions that it makes.
- 13 Against this background Council wants to explore, as part of the process of developing its 2021 Long Term Plan (LTP), the way in which it currently allocates its available resources and the options that might exist for ‘constraining’ the level of rating demands that it might place on its communities in the short to medium term. In doing this work it is important that Council consider any flow on economic activity consequences of reducing expenditure in particular services. Issues such as the maintenance of a stable contractor market in particular industries should form part of the deliberation process.

^{4 4} Treasury Report T2020/973: Economic scenarios – 13 April 2020

- 14 In spite of this papers direction to look at options to constrain rates, Council should also give consideration to whether it wants to invest in advancing a number of projects (additional investment approach) that might have otherwise occurred in later years given that local government can also play a role in supporting the recovery of the local economy during a recession. To this end it is noted that Council has submitted a number of projects to the central government 'shovel ready' project identification process, which are the subject of a separate order paper item.
- 15 The additional investment approach is based on the view that rather than simply reacting to the 'here and now' by retrenching that it is important for Council to 'look beyond the dark horizon' and lead its communities through the 'crisis'. Any decisions relating to the issue of whether Council wants to increase its level of investment in particular projects/initiatives to stimulate the local economy are not part of the scope of the work proposed through this report.
- 16 This paper seeks to set out a framework within which staff might progress the task of identifying a number of efficiency gain and saving measures as well as rate reduction options for subsequent consideration by Council.

Service Review and Resource Allocation processes

- 17 Council is required, under section 17A of the Local Government Act 2002, to review the cost-effectiveness of the arrangements that it has in place for the delivery of each of its services via a formal service delivery review process once every six years. Council has undertaken a number of these reviews in recent years and they provide the basis on which the current service delivery models exist. As such, they are reflected in the activity management plans currently being drafted by staff.
- 18 Through the three yearly review of its LTP, Council has the opportunity to make decisions about the range, level and mix of services that it chooses to deliver. In making these decisions it has regard to the way in which the services delivered might best contribute to the achievement of its community outcomes and strategic priorities. The following diagram provides an overview of this process and how it contributes to determining Council's financial requirements:



- 19 Alongside of considering its financial requirements, Council also needs to consider the capacity that it has to fund its proposed range of services. The process of comparing financial requirements and financial capacity lead to a number of resource allocation and service prioritisation decisions being made, which are ultimately reflected in activity management plans and the final adopted LTP.
- 20 As part of the 2021 LTP development process completed to date Council has already provided, in December 2019, guidance on how they would like to see a number of the strategic issues affecting the delivery of each activity addressed. The feedback received is being included in the draft Activity Management Plans and budgets, along with information relating to, for example, the current renewal requirements for replacement of existing assets that will be presented to Council in the coming months.
- 21 In now considering how Council might best progress a review of its proposed spending priorities and potential saving options given the current state of development of the 2021 LTP, staff consider that it would be appropriate for Council to:
- complete a review of the key issues and options that might exist in relation to the delivery of each activity and supporting internal services
 - a ‘top down’ review of high level funding options, such as the use of debt, reserves and/or grant funding. A number of these options, such as borrowing will be applicable across all activities, while others will only be applicable to certain activities.
- 22 Included in Attachment C are examples of a range of potential saving options that staff can consider at an individual activity/service area or overall organisational level. These have been split

into a range of options that could potentially be implemented over the short term (ie the first 3 years of the 2021 LTP) or medium term (ie years 4 – 10).

- 23 In proposing this split of timelines, into short term and medium term measures, it is noted that:
- the short term proposal reflects the period over which the current NZ Treasury forecasts suggest that it will take for the New Zealand economy to effectively return to forecast pre Covid 19 levels of economic activity
 - Council will be able to monitor the effects of Covid 19 on the Southland economy over the next three year period and make changes to its approach as it considers appropriate
 - it is a timeframe that is also consistent with when Council is required to produce its next LTP (ie 1 July 2024).

Activity/Service Review Scenarios

- 24 In December 2019 Council was presented with high level activity profile documents that provided an overview of each activity, the benefits that it delivers to the community, an overview of the proposed levels of service and indicative funding levels. Also included in these documents were a list of the strategic issues affecting the future delivery of the activity/service using a “baseline” and “thriving” scenario that was developed by each activity manager.
- 25 The “baseline” scenario was based on the activities being compliant with all relevant legal obligations, managed as they are currently and on implementation of the current levels of service. Essentially, this represented a business as usual scenario.
- 26 The “thriving” scenario was based on legal compliance, allowing for the activity to be managed differently and with a focus on enhanced community well-being.
- 27 Based on the information provided in December, Councillors provided informal feedback on how they would like to see each of the issues addressed. The guidance provided is being used by activity managers as they progress development of their draft activity management plans and budgets.
- 28 Given Council’s desire to identify and consider a range of service efficiency, effectiveness and rates reduction scenarios in the short term it is proposed that activity/service managers be asked to develop an “austerity” option for consideration by Council. The austerity option would complement the baseline and thriving scenarios that had been developed and considered by Council earlier and would effectively lead to the following three options being considered for each activity/service for external facing services and internally for the different support functions within Council:
- Austerity
 - Baseline
 - Thriving
- 29 Under the austerity option the activity managers would be asked to identify options that could be realised in the short term (ie years one to three), as distinct from the medium term (ie years four to ten), albeit that such decisions that may have flow-on implications beyond the short term. The baseline and thriving scenarios would continue to apply over the full ten years of the 2021 LTP.

Austerity

- 30 Under the austerity scenario Council would adopt the view that there is a need to hold or reduce the level of rating, for each of first three years of the 2021 LTP. Hence, Council would aim to have an overall movement in its operational funding requirements, in nominal values, of between 2% to - 3% for each of the first three years of the 2021 LTP. One of the potential consequences of this option is that it could lead to more sizeable rate increases being required over years 4 to 10 of the LTP.
- 31 To identify a range of potential savings options under the austerity scenario it is proposed that activity/service managers would be asked to identify options for each of their services that would see the required level of funding reduced by up to 5%, relative to 2020/21 in each of the first three years. Note that reference is made to funding, rather than just rates, in this scenario given that a number of activities (eg roading) are also funded via grants and external fees and charges.

Baseline

- 32 The baseline scenario is based on continuation of the current strategic direction and levels of service for all activities. It is accepted that there will be a need for increases in service levels in some cases to, for example, meet new legislative or professional standards that Council is required to meet.
- 33 In general Council expects that for a good level of service to exist it must demonstrate a customer focus, and be based on quality, reliability, responsiveness, sustainability, timeliness, accessibility and cost/value for money.

Thriving

- 34 As noted above the thriving scenario, as originally put to Council in December 2019, was based around legal compliance, consideration of alternative delivery methods and enhancing delivery to contribute to community well-being. This could have led to increased investment in a number of services.
- 35 The thriving option does not necessarily mean that Council should be looking to significantly increase its operational revenue demands from its community in the short term. There are ways of spreading the short term rating requirements of increased investments. There are also wider collaboration opportunities in which Council can look to work with a range of stakeholders in its communities to look at different service delivery models.

Activity Assessment Templates

- 36 If Council agrees to the approach proposed above then there will be a need for staff to develop, for each activity an austerity option to complement the baseline and thriving scenarios previously presented. In doing so staff would give consideration to the options identified in Attachment C plus any others that they consider might be of relevance to their particular activity.
- 37 As part of doing this work staff would also look to explicitly identify the advantages, disadvantages and risks associated with each proposal. To the extent that the options involve a short term solution, such as the deferral of a renewal project or short term reduction in the level of service, then comment would also be included on when it is proposed that the change would be 'reinstated'.

Organisation Wide Options

- 38 To complement the 'bottom up' work on austerity options to be progressed for each activity/service area, staff will also do work to identify a number of generic 'top down' options such as the utilisation of reserves, increased borrowing levels and the deferral of depreciation funding that can be applied across a number of activities.
- 39 This work will become particularly useful once Council is in a position to start reviewing the consolidated draft budgets for the organisation as a whole, which will obviously be developed using the guidance/decisions provided in relation to each activity.
- 40 Where appropriate staff will seek guidance from Council on some of the individual 'top down' solutions ahead of the presentation of the consolidated draft budget. In this regard, the issue of whether Council might propose to utilise the Strategic Assets Reserve, to fund selected capital renewal projects is an issue that can be considered in parallel with the review of the activity management plans. It is noted that under this scenario there would be a need to borrow to manage the cashflow implications of allocating the reserves to capital expenditure rather than continuing to use them for internal borrowing.

Issues

- 41 Council is conscious of the need, particularly during a period of economic recession, to ensure that it is delivering 'good value' from the range of services that it provides. There are a number of different dimensions to the question of what represents good or 'best value' for an individual service. These include:
- **an efficiency dimension** – are we delivering the services required at a low cost of production given the attributes associated with that service? These include factors such as the quantum of service to be delivered, location of delivery, the standards to be met and local need.
 - **an effectiveness dimension** – is the service being delivered effective in meeting the needs of the communities receiving the service? Would the overall effectiveness increase if it was delivered in a different manner?
 - **a price or cost dimension** – is the service being delivered at an overall cost, assuming that the model of delivery is efficient, that the users are prepared to pay?
- 42 In addition to considering these individual service efficiency questions there is also an overall allocative efficiency issue or question that Council should consider when it makes decisions about the overall bundle of services that it will provide to its different communities.
- 43 This question effectively asks whether Council is allocating the pool of resources that it has decided to collect from its ratepayers in a way that will deliver the best value obtainable from that pool of resources. The best value question, in this context, is about the range and level of community outcomes that are achieved from the overall funding allocation decisions that are made.
- 44 In parallel with addressing the question of whether it is delivering 'best value' from the funding that it does collect, Council also wants to consider what options it might have for reducing the level of rates that it might seek to collect from its communities.

- 45 It is proposed that in addressing these questions that Council look at measures that might be implemented in the short term (or the first three years covered by the 2021 LTP being 2021 – 2024, as distinct from measures that might be implemented in the medium term, being the last six years from 2025 – 2031.
- 46 This paper sets out a framework within which Council might progress the task of identifying a number of efficiency gains, other saving measures and short rate reduction options for inclusion in its draft 2021 LTP that is to be subjected to community consultation. Staff are seeking Council endorsement of this framework.

Factors to Consider

Legal and Statutory Requirements

- 47 The purpose of local government is set down in section 10 of the Local Government Act 2002. It states:

The purpose of local government is –

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and*
- (b) to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future.*

- 48 Section 11 of the LGA'02 defines the role of a local authority. It states:

The role of local government is to –

- (a) give effect, in relation to its district or region, to the purpose of local government stated in section 10; and*
- (b) perform the duties, and exercise the rights conferred on it by or under this Act and any other enactment.*

- 49 In general terms, local authorities deliver outputs that contribute to the achievement of the four well-beings (economic, social, cultural and environmental). Council, and local government in general, must be in a financially sustainable position to be able to effectively deliver these well-beings and serve their communities.

- 50 Section 14 of the Local Government Act 2002 sets out a number of principles that Council is required to meet in undertaking its activities. These include:

- a requirement to act in a business-like manner when undertaking commercial transactions
- ensure the prudent stewardship and efficient and effective use of resources in the management of its fixed assets
- to take a sustainable development approach in addressing both the short and long term needs of its communities.

- 51 Section 17A of the Local Government Act 2002 requires all local authorities to review the cost-effectiveness of the arrangements that it has in place for the delivery of each of its services via a formal service delivery review process once every six years. As part of this process Council is required to consider options for the governance, funding and delivery of its services.

- 52 Section 100 requires Council to operate a balanced budget unless it determines that it is financially prudent not to do so following consideration of a range of factors including:

- the cost of maintaining the service capacity of infrastructural assets throughout their life
- the costs of maintaining agreed levels of service
- the equitable allocation of funding responsibility over the life of an asset.

Definition of Financial Sustainability

- 53 In considering how to best address the efficiency and rate reduction options it is seen as important that Council have regard to an overall definition of financial and service sustainability particularly given the obligation it has under the Local Government Act 2002, to act in a financially prudent and business-like manner.
- 54 In addressing a 'short term' issue Council needs to be careful that it does not create unexpected long term effects, particularly given that a number of its services rely on assets that have long useful lives.
- 55 As part of the Stewart Island/Rakiura Service Sustainability review consideration was given to what might constitute an appropriate definition of financial and service sustainability. In coming to a view on this issue the report recognised that the South Australian Local Government Financial Sustainability Review^[1] defined financial sustainability, for an individual local authority, as being:
- “where...:
- i. continuation of the council's present spending and funding policies;
 - ii. likely developments in the council's revenue-raising capacity and in the demand for and costs of its services and infrastructure; and
 - iii. normal financial risks and financial shocks
- ...altogether are unlikely to necessitate substantial increases in council rates (or, alternatively, disruptive service cuts).”
- 56 Implicit in the above definition are three main objectives, which should be built into a local authorities financial strategy and medium term financial management policy settings. These are:
- ensuring maintenance of Council's high priority service delivery programs (both operating and capital) so that the community continues to receive the services they need. This objective can be described as "program or service stability". To achieve this objective Council requires a methodology for determining the relative level of priority between different services and ensuring that the funding required to maintain these can be identified.
 - ensuring a reasonable degree of stability and predictability in the overall rates burden. This can be described as a 'rates stability' objective.
 - promoting a fair sharing in the distribution of Council resources and the attendant 'taxation' between current and future ratepayers. This objective is about 'intergenerational equity'.

^[1] Financial Sustainability Review Board August 2005. Rising to the challenge – Towards financial sustainable local government in South Australia Volume 2 page 8

- 57 Against the above background, Council endorsed, at its 27 February 2020 meeting, the use of the following definition of sustainability in progressing the Stewart Island/Rakiura Service Sustainability review:

A continuation of the Council's present spending and funding policies, combined with likely developments in the Council's revenue-raising capacity and in the demand for and costs of its services and infrastructure and normal financial risks and financial shocks are unlikely to necessitate substantial increases in council rates (providing rates predictability) or, alternatively, disruptive service cuts (service stability).

- 58 While the above definition was endorsed in relation to the Stewart Island/Rakiura review it is seen as relevant to the organisation as implicit in the definition of financial sustainability is the notion that Council should be able to manage financial risks and 'shocks' in future periods without having to introduce significant expenditure or revenue adjustments in those future periods.
- 59 The maintenance of stability and/or predictability in service delivery and rating demands is important given that a number of Council services utilise assets that have particularly long (eg 50+ year) useful lives. Hence, Council does need to be mindful that the steps it takes in the short term to respond to Covid 19 should not unnecessarily restrict implementation of the 'right' long term solutions. There are options available to mitigate, for example, the short term rating impacts of a long term asset investment decision.
- 60 Given that the NZ Treasury forecasts currently suggest that the economic effects of Covid 19 will be felt for a three to four year period it would be reasonable for Council to adopt the view that Covid 19 is effectively a 'normal risk' that it should be able to manage within its existing financial framework/strategy without the need to resort to significant long term service level and/or rating reductions.
- 61 Obviously, there remains a level of uncertainty about just how severe and prolonged the impacts will be, but this is an issue that Council can continue to monitor and subsequently adjust its plans should it consider it appropriate to do so.

Principles

- 62 In looking at the range of service and financial prioritisation decisions it might adopt it is proposed that Council should agree a set of principles that it will use to guide its decision-making process, which will inevitably involve a number of difficult resource prioritisation and/or service rationing decisions that will not necessarily be supported by all sections of the community. It is therefore seen as important that Council adopt a strong 'principled' approach to its deliberation process.
- 63 The principles proposed are:
- Council is committed to achieving its primary purpose, as recognised in the Local Government Act 2002, which is to advance the social, economic, environmental and cultural well-being of its communities both now and into the future
 - Council is committed to delivering on its vision, mission and strategic priorities and determines that the 2021 Long Term Plan must show that it is on track to deliver on these priorities over the ten years covered by this plan

- Council is committed to putting in place through its 2021 LTP a plan that reduces the top 10 strategic risks to a significantly lower level than that which exists currently
- Council acknowledges that it has an infrastructure deficit and that it is committed to including in its 2021 LTP a plan to progressively address this deficit, for assets that it decides are to be retained to assist with the delivery of services in the medium to long term
- in looking at prioritising its services between different communities and/or users Council is committed to the principle of an equitable level of access based on need
- Council accepts that it must meet legislative, resource consent and other professional standards in the delivery of all of its services and will not propose taking actions that are inconsistent with these requirements
- Council will review the value that is delivered by all activities/services and in this regard all services are to be treated equally albeit that there will likely be more discretion in relation to the delivery of discretionary services as opposed to essential and mandatory services
- Council will consider ratepayer and/or customer affordability issues at the community, rather than individual ratepayer level.

64 In undertaking this review process it is seen as important that Council look at all services equally and in a consistent manner. In saying that, however, it is also acknowledged that there are a number of ‘essential’ and ‘mandatory’ services over which it has less discretion as to the level of service that is to be delivered or indeed whether they are delivered at all. In this regard Council has a statutory obligation to deliver emergency management and animal control services, for example. No such obligation exists in relation to the delivery of community housing and halls, for example. Hence, Council could make a decision to transfer the ownership and management of these later two services to community based organisations but cannot do the same with animal control and/or emergency management. Attachment B details an allocation of existing services between essential, mandatory and discretionary.

Definition of Equity and Need

65 Equity and need is defined, in the context of this report, as follows:

- equity of access means that communities have the opportunity to access a service that meets their needs. Equity applies at a community rather than individual level
- need is defined as being the requirement to access a level of service within a particular location that takes account of factors relevant to defining the level of service within the particular location in which the service is delivered. Equity of access in relation to roading, for example, means that people will have access to the category/classification of roading network that reflects, amongst other things, the volume and type of traffic that is expected to use the roading network in any given location. Rural areas will need access to a different level of roading than urban town centres. Similarly, the quality of wastewater treatment, for example, may also need to be different depending on the different catchments/areas to which the discharge is occurring. A number of the Fiordland lakes, for example, are recognised as natural state waterways. As such the quality of discharges in that environment could be higher to discharges that are occurring in an environment in which there is already a level of degradation

- hence, need may be specific to different communities
- equity does not mean the equal or same delivery of services throughout the District
- equity of access is different from affordability and/or ability to pay.

Strategic Risks

- 66 As part of its risk management framework Council has identified and actively monitors its top ten strategic risks. Through its risk management processes Council needs to determine the level of risk appetite it might have and then look to reduce the level of risk that it has towards that agreed appetite level.
- 67 Council has previously signalled that it would look to address a number of these strategic risks, particularly in regard to historical underinvestment in infrastructure, inaccurate data and financial conservatism through the 2021 LTP. Staff have interpreted these signals as meaning that it would not necessarily solve all of the issues but that it would at least seek to put in place a plan that would take significant steps towards addressing these risk issues over the ten years covered by the 2021 LTP.
- 68 The top ten strategic risks are currently identified as follows:

RANK	RISK
1	Underinvestment in infrastructure
2	Inaccurate data leads to bad decisions/asset failure
3	Infrastructure not fit for purpose to withstand climate change
4	Health and safety controls threatening staff and contractor safety
5	Over commitment and work programme
6	Financial conservatism constrains progress
7	Key people leave with organisational knowledge, impacting business continuity
8	Difficulty retaining or recruiting staff affects service levels
9	Growth dependent model makes it hard to fund new infrastructure
10	Population decline will impact the viability of small communities

- 69 In considering what actions to take through the 2021 LTP it is important that Council have regard to the impact that any prioritisation decisions might have on its strategic risks. It is clear that Council has recognised that there are significant risks created by previous decisions about the level of investment in infrastructure and service provision. In effect Council has made decisions to 'sweat the asset', which has led to the point more recently where there have been a number of 'infrastructure failures' that could have had catastrophic, as that term is defined in the risk management framework, consequences.
- 70 While affordability is always a factor to consider there comes a point where Council needs to make a decision between what is a sustainable level of service in the medium – long term. If the risks associated with maintaining a level of service are too high then it should reduce that level of

service. This could simply mean, in the case of bridges for example, that a number of bridges are closed if there is an alternative route available within 10 kms.

Community Views

- 71 Council is conscious of the significant economic and social effects that the recession created by Covid 19 is having on sections of the community. It is for this reason that it is wanting to give consideration to a range of options that might allow for the identification of potential savings opportunities.
- 72 Community views on any proposals that Council might adopt through this process will be able to be considered through the draft 2021 LTP consultation process.
- 73 As part of the LTP consultation process there is a requirement for Council to identify a range of reasonably practicable options as well as its preferred option. Hence, if Council were to decide, for example, that it needed to increase the level of road rehabilitation work completed each year to, say 24 kms from the approximate 8km per year that is completed at present, then it could outline three different options that showed the phasing of the increased level of activity occurring at different 'speeds' over the ten years covered by the LTP.

Costs and Funding

- 74 Staff will provide indicative cost and funding options for the different options identified as part of the material presented to Council outlining each option.
- 75 The overall impact of the package of 'service proposals' agreed by Council will then be reflected in the draft 2021 LTP budgets.

Policy Implications

- 76 At its meeting on 6 May, the Community and Strategy committee agreed to recommend to Council endorsement of the key outcomes, big issues and future planning priorities identified at the Big Picture Workshop held on 31 January 2020. The outputs from this work and the strategic workshop held from 19 – 21 February to inform the proposed Strategic Framework that will be included in the 2021 LTP. Council will be asked to confirm, via a separate order paper item also to be considered at this meeting this framework.
- 77 It is proposed that the final Strategic Framework endorsed by Council should also be used to guide the development of the activity plans to be included in the LTP and any potential reprioritisation process.
- 78 In considering each of the options put forward staff will identify any areas in which there is a Council policy or legislative requirement that needs to be considered before Council adopts the proposal.

Analysis

Options Considered

- 79 The options considered are to endorse the proposed framework (option 1) or do nothing (option 2).

- 80 Under option 1 Council would endorse the proposed framework for progressing development of the 2021 LTP, in a way that takes account of the potential implications of Covid 19, as outlined in this paper. The main aspects of the framework proposed for the review process include:
- that Council should use a three year period through to the end of the 2023 – 2024 financial year as a basis for planning for the economic impacts of Covid 19 in developing the 2021 LTP
 - the primary questions that Council needs to consider are whether it:
 - is allocating its available resources to the provision of services that deliver best value to its communities or whether there is an alternative allocation that would give a better overall return
 - can improve the effectiveness and/or efficiency of delivery of the range of services it provides
 - should reduce the level of rating that it sets for the first three years of the 2021 LTP.
 - to enable Council to address these questions staff are asked to develop a number of options that could lead to implementation of an ‘austerity’ option for the 2021 – 2024 period
 - Council confirms that in addressing the above questions and developing its 2021 LTP it will be guided by, and so will not make decisions that are inconsistent with:
 - Its Strategic Framework
 - Its definition of financial sustainability
 - The set of principles outlined in this report.
- 81 Under option 2 Council would progress with development of the 2021 LTP in accordance with the previously agreed project plan.
- 82 As part of this option, Council will consider resource allocation and overall affordability issues as part of the normal plan development process. This approach is consistent with the notion that an event such as Covid 19 is a risk issue that Council should be able to address if it is achieving its overall financial sustainability objective.

Analysis of Options

Option 1 – Endorse Proposed Framework

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• puts an appropriate structure around the way in which Council decides to address the implications of Covid 19 through its 2021 LTP• is consistent with Council's Strategic Framework and overall purpose as defined through the Local Government Act 2002• will enable Council to find a balance between rates increases required to fund ongoing and future activities and increasing financial stress in the community.	<ul style="list-style-type: none">• will add an additional step into the process of developing the 2021 draft LTP that changes be made to the current timeframes included in the project plan• could lead to more sizeable rate increases being required in years 4 -10 of the LTP

Option 2 – Do nothing

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• is consistent with the project plan previously endorsed by Council• Council would still be able to consider the impacts of Covid 19 as part of the normal plan development process.	<ul style="list-style-type: none">• does not allow Council to explicitly consider the implications of Covid 19 as part of the development of its 2021 LTP.

Assessment of Significance

- 83 Through this paper Council is being asked to endorse a framework within which Council might review its current spending priorities along with opportunities for identifying savings in the way in which it delivers its services as part of the development of the 2021 LTP. Decisions about whether to actually include any proposals in the draft LTP to be released for community consultation will be made as part of subsequent decision-making processes.
- 84 Against this background a decision to approve the proposed framework is not considered significant.

Recommended Option

- 85 It is recommended that Council adopt option 1 and endorse the proposed framework.

Next Steps

- 86 Staff will continue to progress development of the 2021 draft LTP using the proposed framework to identify and evaluate a number of potential efficiency and cost saving options for consideration by Council. These will include the development of an austerity option.

Attachments

- A New Zealand Treasury Scenarios - April 2020 [↓](#)
- B Allocation of Services [↓](#)
- C Management Options [↓](#)

The Treasury

COVID-19 Information Release

April 2020

This document has been proactively released by the Treasury on the Treasury website at <https://treasury.govt.nz/information-and-services/new-zealand-economy/covid-19-economic-response/information-releases>

Information Withheld

Some parts of this information release would not be appropriate to release and, if requested, would be withheld under the Official Information Act 1982 (the Act).

Where this is the case, the relevant sections of the Act that would apply have been identified.

Where information has been withheld, no public interest has been identified that would outweigh the reasons for withholding it.

Key to sections of the Act under which information has been withheld:

- [23] 9(2)(a) - to protect the privacy of natural persons, including deceased people
- [34] 9(2)(g)(i) - to maintain the effective conduct of public affairs through the free and frank expression of opinions
- [39] 9(2)(k) - to prevent the disclosure of official information for improper gain or improper advantage

Where information has been withheld, a numbered reference to the applicable section of the Act has been made, as listed above. For example, a [23] appearing where information has been withheld in a release document refers to section 9(2)(a).

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Treasury Report: Economic scenarios

Date:	13 April 2020	Report No:	T2020/973
		File Number:	BM-3-6-1 (By Economic and Fiscal Update (EFU))

Action sought

	Action sought	Deadline
Hon Grant Robertson Minister of Finance	Note that the Treasury intends to publish this report on its website on Tuesday 14 April.	14 April 2020

Contact for telephone discussion (if required)

Name	Position	Telephone	1st Contact
[34]	[23]	[39]	✓
Peter Gardiner	Manager, Forecasting		

Minister's Office actions (if required)

Return the signed report to Treasury.

Note any
feedback on
the quality of
the report

--

Enclosure: No

Treasury:4265378v1

Treasury Report: Economic scenarios

Executive Summary

The COVID-19 pandemic is a '**once in a century**' public health shock that is also having a profound impact on economic and financial systems around the world and in New Zealand.

The impact of COVID-19 and related response measures on the New Zealand economy is highly uncertain. **To reflect this uncertainty this report considers several alternative paths** that the economy may take. These paths vary based on different assumptions about the time spent at different COVID-19 Alert Levels.

The first five scenarios assume no additional fiscal support measures beyond the approximate **\$20 billion of direct support that has already been announced**. We also consider the economic outlook if the world economy is weaker and takes longer to recover. Key results include:

- Falls in annual GDP are greatest in the **year to March 2021**, and vary from a **decline of around 13%** in Scenario 1, the least restrictive of the scenarios considered, to closer to one third in Scenario 3 which involves tight restrictions throughout the year.
- **Peaks in the unemployment rate vary from around 13% in Scenario 1 to nearly 26% in Scenario 3.**
- **Inflation remains below the 2.0%** mid-point of the target range throughout the forecast period, and monetary conditions are supportive throughout.

In addition to domestic conditions, the world outlook is also highly uncertain. The international trend has been towards longer periods of public health interventions to limit physical interactions. This implies some risk not only to activity in the affected countries, but also to the trade and financial linkages between countries, which are critical to a global economic recovery.

Should global economic recovery be slowed further by measures to combat the spread of COVID-19, we might expect the weaker world economy to have a greater impact over the medium term recovery. Weaker world demand weighs on New Zealand's income growth, with reduced exports and domestic investment demand.

Finally, we look at **scenarios that include additional fiscal support**, which support businesses and cushion the fall in income and employment for households. These scenarios and associated nature and levels of fiscal support assumed are highly stylised and intended to be illustrative of orders of magnitude in the macroeconomic variables of interest. The timing and delivery mechanisms through which support is provided will be important in determining the overall economic impact.

Compared to Scenario 1, **an additional \$20 billion in fiscal support** (\$40 billion in total) cushions the decline in output and lowers the unemployment rate. In Scenario 2a, **additional direct fiscal support is increased by \$40 billion** (\$60 billion in total). Relative to Scenario 2, GDP growth is higher and the unemployment rate is lower by around 6 percentage points in the June 2021 quarter.

Recommended Action

We recommend that you:

- a **Note** that this Treasury Report will be released publicly on the Treasury website on Tuesday 14 April

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Treasury Report: Economic scenarios

Purpose of Report

1. This report provides information on the economic outlook to support consideration of the direction of medium-term policy.
2. The Treasury intends to publicly release this report on 14th April 2020 to increase the transparency of the Treasury's analysis of the economic outlook and to provide context for the Government's public health considerations, Budget 2020 and the Fiscal Strategy Statement 2020.

Context

3. The COVID-19 pandemic is a '**once in a century**' public health shock that is also having a profound impact on economic and financial systems around the world and in New Zealand.
4. The international economic outlook has worsened significantly as COVID-19 has spread. The initial impact was felt primarily in China, but has quickly spread to most countries and regions in the world, and is widely recognised as a shock greater than the global financial crisis of 2007/08.
5. The world's major economies have announced, to various degrees, "lockdowns" to contain the virus. Economic activity has fallen precipitously. The global shock is evident in financial markets. Equity prices have fallen abruptly, and corporate bond spreads have widened. Central banks have responded to stresses in the financial markets with a wide range of measures to restore liquidity and confidence.
6. Oil prices have been volatile, declining more than 50% in the last 3 months, reflecting a sudden and deep drop in demand and a lack of agreement on how to address the resulting excess supply. Negotiations between major producers to reduce output is underway.
7. In contrast, prices of New Zealand's key commodity exports have remained relatively resilient to date. This likely reflects the food-based nature of many of our exports. Forestry exports have been materially affected by lower demand in China as a result of constrained activity, compounded by a surge in supply from other regions. The New Zealand dollar is 6% lower on a trade weighted basis than at the start of the year.
8. In response to the COVID-19 outbreak, governments around the world have implemented very large health system and economic support measures. The latter are helping sustain businesses and households through a period of unprecedented shut-downs. These policies have included direct payments to households, wage subsidies to employers, tax deferrals and business loan guarantees. Monetary policy has also responded with measures to reduce interest costs to firms and households, increase liquidity and support financial system stability.
9. The New Zealand economy enters this challenging time on a solid footing. Government net debt is modest, net worth is strong and the external liability position much improved in recent years. Macroeconomic and fiscal institutions are strong and enable swift adjustment to shocks. This foundation underpins the resilience of employment and activity in the scenarios used here.

10. The New Zealand Government has acted decisively to contain the virus and avoid the extreme human and economic costs of an uncontrolled outbreak. Nonetheless, necessary public health measures are having a large negative impact on the economy, compounded by containment actions taken internationally and changed behaviour of households, firms and investors in the face of large uncertainties. Both the demand and supply sides of the economy are impacted, through trade, confidence, labour and financial market channels. With the country under Alert Level 4, the usual economic activity indicators are difficult to interpret – some industries (e.g. tourism, hospitality and much of retail) have essentially zero output.
11. The path the economy takes from here is extremely uncertain. The magnitude and duration of the downturn and the subsequent pace of the recovery depends on many unknown factors, including the course of the virus, how long activity restrictions are in place, how quickly the global economy will recover, how behaviours and production might change, and how successful government policies will be in supporting households and firms.
12. The extreme uncertainty surrounding the outlook means that economic forecasting becomes less about predicting likely outcomes, and more about illustrating salient possibilities. It remains the case, nonetheless, that the analysis of the outlook is geared towards helping you to weigh up the implications of fiscal and regulatory policy decisions. The next section presents a range of scenarios to consider when determining Budget strategy and formulating potential fiscal, economic and other policy responses.

Scenarios

13. The scenarios all begin with a deep contraction in activity in the present June quarter. Exactly how large that proves to be is highly uncertain. Much depends on the success of measures to contain the virus and how quickly Alert Levels are reduced.
14. When the public health risks diminish, and the containment measures here and internationally de-escalate, the global and domestic economy will begin to recover, supported by the large fiscal packages and the significant easing in monetary policy that has taken place. The timing and pace at which this happens is unclear, and may be very different domestically versus internationally.
15. The scenarios illustrate the sensitivity of the outlook to different assumptions around the incidence and duration of various Alert Levels in New Zealand's four level alert system. For the purposes of modelling we make assumptions about the extent to which activity is directly affected at each Alert Level using assumptions about the proportion of essential services in each industry and the extent of activity that is able to be conducted at home.¹
16. We distinguish the scenarios based on the cumulative amount of time spent in different alert states, rather than the precise timing of changes between different levels. For example, in Scenario 2, it is plausible we have 6 weeks at Level 4 now and then another 6 weeks in September 2020. The possibility that the pattern of oscillation between Alert Levels may be economically significant is a further source of uncertainty.
17. It needs to be emphasised that any economic modelling of the consequences of the COVID-19 event, including our own, must be highly stylised. The modelled macroeconomic responses and dynamics are based on empirical economic

¹ MBIE estimates that the essential workforce numbers around 640,000, with 510,000 of those not able to work from home, while the number of non-essential workers that are unable to work from home is around 1.1 million people, or 49% of the workforce

relationships observed in the data, but the data contain little or no precedent for the speed and magnitude of the current economic slowdown and policy responses being observed both domestically and globally. We therefore need to be additionally cautious about how much past observed economic relationships can tell us.

18. How the international economy develops is also highly uncertain. The international trend has been towards longer periods of public health interventions to limit physical interactions. This implies some risk not only to activity in the affected countries, but also to the trade and financial linkages between countries, which are critical to global economic performance. To illustrate this possibility, we consider a scenario where the world economy is weaker and global demand is lower.
19. Finally, it is not possible to quantify precisely in advance how effective policy support measures will be, or how business and consumer sentiment will evolve. What is clear is that whatever path the global and domestic economies follow, the effects of this recession will be severe and long lasting. Activity levels in some sectors, notably international tourism, may take many years to recover. Substantial amounts of income will be irretrievably lost for many businesses and households, and for the economy as a whole.
20. **All scenarios presented include the approximately \$20 billion of fiscal support** measures that have been announced to date including wage subsidies and a range of business support initiatives.
21. Two further scenarios are included that **increase fiscal support by \$20 billion and \$40 billion**, which mitigate the falls in activity and employment to some extent. As with other elements in our modelling, the fiscal support assumed is a highly aggregated and stylised representation of what, in practice, would be implemented in the form of detailed and specific programmes and measures.

Assumptions:

22. Table 1 summarises the key assumptions about Alert Level durations made for each scenario. We have chosen the Alert Level assumptions to span a reasonable range of possibilities for the evolution of containment measures from here. The assumptions have been informed by discussions with the All-of-Government officials and the previously released public health modelling of the course of the virus.

Table 1: Key assumptions

Scenario	COVID-19 Alert Level	Other
Scenario 1	Level 4 – 1 month Level 3 – 1 month Level 1/2 – 10 months	Borders assumed closed to foreign visitors for up to 12 months. World annual average real GDP growth is lower than HYEPU by 6% in calendar 2020.
Scenario 2	Level 4 – 3 months Level 1/2 – 9 Month	May be interpreted as a number of shorter periods at Level 4 linked by periods at Level 1 and 2.
Scenario 3	Level 4 – 6 months Level 3 – 6 months	
Scenario 4	Level 4 – 3 months Level 3 – 3 months Level 1/2 – 6 months	May be interpreted as a number of shorter periods at Level 4 and/or Level 3 linked by periods at Level 1 and 2.
Scenario 5	As in Scenario One	World annual average real GDP growth is lower than Scenario One by 3% in calendar 2020 and 4% in 2021

23. To construct the scenarios, the Treasury has mapped New Zealand's four level COVID-19 alert system onto assumptions about the extent to which activity is directly curtailed. The assumptions reflect our high-level analysis of the way the operations of different industries are impacted by the movement restrictions and distancing measures imposed under each Alert Level. For example, under Alert Level 4, we make assumptions about the proportion of essential services in each industry and the extent of activity that is able to be conducted at home.² Confounding this assessment, the definitions of what constitutes safe economic activity in each level is evolving as further health and safety and risk mitigation measures are put in place. Clearly, the margin of error surrounding these estimates is large.
24. In each case we assume that activity declines for as long as the Alert Level lasts. Specifically:
- Alert Level 1 reduces output by 5-10% from normal
 - Alert Level 2 reduces output by 10-15% from normal
 - Alert Level 3 reduces output by 25% from normal
 - Alert Level 4 reduces output by 40% from normal

² MBIE estimates that the essential workforce numbers around 640,000, with 510,000 of those not able to work from home, while the number of non-essential workers that are unable to work from home is around 1.1 million people, or 49% of the workforce

25. The baseline for comparison of the macroeconomic results shown in the scenarios is the economic outlook published in the Treasury's *Half Year Economic and Fiscal Update 2019 (HYEFU)*. Table 2 summarises the results.

Scenarios 1 to 5 – no additional fiscal response

Table 2: Summary of Scenarios 1 to 5

Year to June	2019	2020	2021	2022	2023	2024	5yr difference*
Real GDP (AAPC)							
HYEFU 2019	2½	2	3	2½	2½	2½	
Scenario 1	3	-4½	-2½	10	5½	4	
Scenario 2	3	-8	-3	13	5½	4	
Scenario 3	3	-8	-23½	30	13	6½	
Scenario 4	3	-8	-14	23	8½	5½	
Scenario 5	3	-4½	-5½	7½	6½	5½	
Unemployment rate (Jun qtr)							
HYEFU 2019	4	4½	4	4	4½	4½	
Scenario 1	4	13½	8½	6	5	4½	
Scenario 2	4	17½	9½	6	5½	4½	
Scenario 3	4	17½	22	11	7	5	
Scenario 4	4	17½	14½	8	6	4½	
Scenario 5	4	13½	10½	9½	7½	6	
CPI inflation (APC)							
HYEFU 2019	1¼	1¼	2	2	2	2	
Scenario 1	1¼	1	¼	¾	1¼	1¼	
Scenario 2	1¼	1¼	¼	¾	1¼	1½	
Scenario 3	1¼	1	-¾	½	1	1½	
Scenario 4	1¼	1¼	-¾	-¼	¼	1	
Scenario 5	1¼	1	-¼	¼	¾	1¼	
Nominal GDP (\$billion)							
HYEFU 2019	300	315	332	349	366	384	0
Scenario 1	303	294	287	323	348	370	-124
Scenario 2	303	284	277	320	344	366	-155
Scenario 3	303	283	219	287	329	358	-270
Scenario 4	303	284	246	304	332	355	-224
Scenario 5	303	293	271	296	323	349	-214

*relative to HYEFU 2019

GDP growth and Unemployment rate rounded to nearest half percent

CPI inflation rounded to nearest quarter percent

26. In **Scenario 1**, Alert Level 4 is in place for 4 weeks, Alert Level 3 for 4 weeks and then a mix of Alert Levels 1 and 2 for the next 10 months. Under this scenario, and in all scenarios, the borders are closed to inbound foreign visitors and services exports fall to around one-third of their previous levels, a loss of around \$16 billion over the year ending March 2021. The world economic outlook is also markedly weaker than in the HYEFU, in keeping with forecasts of other analysts, that global growth will contract this year.
27. Our assumptions on the activity effects of operating under this scenario are shown in Figure 1. GDP falls by around 25% in the June quarter, followed by a 20% rise in the September quarter as the lower Alert Levels enable a greater range of economic activities to resume. Deactivation of the alert level system by the June 2021 quarter leads to a further pickup in activity as confidence improves and international visitors begin to return.
28. Despite the steady forecast recovery, quarterly real GDP is 5% lower than our HYEFU 2019 forecast for the June quarter 2021, and the total loss in output over the March 2021 year is approximately 15% relative to HYEFU 2019 (Figure 1). Activity continues to recover over the forecast horizon and returns to its previous path in the June 2024 quarter. Over the entire forecast period, real GDP is approximately 6% lower than in HYEFU 2019. The protracted recovery reflects the deep and widespread disruption caused to the economy. Deep falls in international tourism, for example, are assumed to lead to services exports still being around 10% below previously forecast levels at the end of our forecast period.

Figure 1: Real GDP – Scenarios 1-3

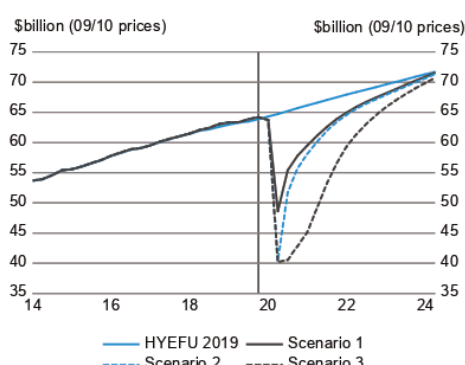
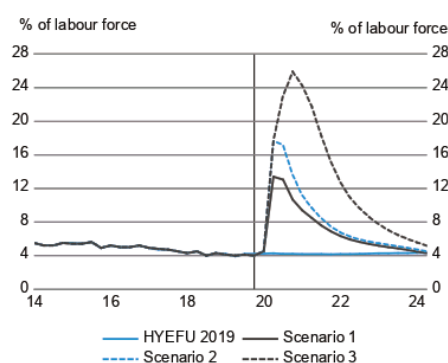


Figure 2: Unemployment rate – Scenarios 1-3



29. The modelling of monetary policy is not straightforward with the Official Cash Rate remaining at 0.25% for the next 12 months and quantitative easing (QE) being introduced in New Zealand. QE policies will further increase the stimulus provided by moving the Official Cash Rate to 0.25%. For simplicity, each scenario has the same level of monetary support and this is proxied by a negative interest rate in our forecast model. The trade-weighted exchange rate (TWI) is assumed to fall 6% over the June and September 2020 quarters, and to recover gradually thereafter. This is much the same in all scenarios, but we allow the pace of subsequent exchange rate appreciation to vary in line with differences in the broader economic recovery. The terms of trade are assumed to remain relatively resilient.
30. In the labour market, the unemployment rate rises sharply, to 13% in the June 2020 quarter before gradually easing as alert levels are lowered and more activity occurs

(Figure 2). The rise in unemployment is mitigated by existing fiscal support and slower labour supply growth, as both net migration inflows and labour force participation fall.

31. The negative effects on household income flow through to asset prices, including house prices, which weighs on household spending over the medium-term. Similarly, business investment is restrained by lower profits and the weaker demand outlook. Negative confidence effects or impediments to the flow of credit, which we do not model explicitly, may result in even weaker outcomes.
32. In the short-term, the sharp fall in crude oil prices lowers inflation (and provides some support to households, although this is initially limited by travel restrictions). Over the medium-term, weak domestic demand and weak global inflationary pressures keep annual consumers price index (CPI) inflation subdued for some time.
33. The weak outlook for economic activity, export prices and inflation results in very significantly lower levels of nominal GDP, which implies very large downgrades to government tax revenues.
34. Table 2 shows nominal GDP is over \$120 billion (6%) lower cumulatively over the next five years than in the *HYEFU*. This reflects the effect on the level of prices stemming from the period of weaker inflation and weaker economic activity.
35. There are **scenarios where growth is stronger** and the loss in GDP is less than outlined in the scenarios detailed here. The world economy could improve faster than expected, vaccines could be made available earlier than anticipated, and international tourism could resume sooner than estimated. New Zealand's growth outlook would be stronger if economic activity under different alert levels is greater than assumed, for example, strict safety protocols may enable a wider net of 'safe economic activities' as alert levels decline. We estimate that replacing **Scenarios One's Alert Level 3 with a lower alert level reduces lost output by almost 2%** over the year ending March 2021. In addition, while we have kept the monetary policy response constant, a lower effective interest rate and/or a lower exchange rate could stabilise output further.
36. **In Scenario 2**, a longer period of time is spent at Alert Level 4 (3 months), with the remaining months of the 12-month period in Levels 1 and 2. The extension to Alert Level 4 is lumped into a 3 month block, but in practice, might cover several shorter periods. The fall in June quarter GDP is considerably larger (around 40%), followed by a much larger rise in the September quarter.
37. Despite the strong bounce back, Figure 1 shows that this causes a larger loss in output. The difference between Scenario 1 and 2 represents an additional loss in real output of around 6% points over the year to March 2021, taking the real GDP in that year approximately 21% below *HYEFU* 2019. For the forecast period as a whole, real GDP is a little over 7% below *HYEFU* 2019. The rise in unemployment is also much sharper, reaching 18% in the June 2020 quarter, before falling back to 10% in the June 2021 quarter and continuing to fall steadily thereafter (Figure 2).
38. The weakness of demand that underpins the lower real GDP profile is reflected in lower CPI inflation and a reduction in nominal GDP of around \$31 billion over the forecast period compared to Scenario 1 (or \$155 billion compared to *HYEFU* 2019). Most of this additional loss occurs in the first year (see Table 2).
39. **In Scenario 3**, Alert Level 4 lasts a total of 6 months, as does Alert Level 3. This produces the worst GDP and unemployment outcomes of the scenarios we consider. However, it should not be considered a "worst case" scenario, not least because it does not account for the range of possible public health outcomes.
40. **Scenario 3** limits the ability of the economy to recover in the September quarter and enables only a partial recovery in the following two quarters. Consequently, the

additional loss in output is very large. Compared to HYEFU 2019, real GDP in the year to March 2021 is estimated to be approximately 35% lower, with the difference over the entire forecast period around 14%. The unemployment rate rises to a peak of around 25% by the end of 2020, before easing slightly in the June 2021 quarter when restrictions on activity are removed.

41. The extreme weakness of domestic demand drives annual inflation to -¾% in the June 2021 quarter and reduces nominal GDP relative to HYEFU 2019 by \$270 billion.
42. **Scenario 4** is an intermediate case, sitting between Scenarios 2 and 3 in terms of the length of time spent at Alert Levels 3 and 4. Scenario 4 might be interpreted as a scenario where the Alert Level initially de-escalates, but is later re-escalated. Table 2 shows that over the year ending June 2021, the impacts on output, employment, and nominal GDP are considerably less negative than Scenario 3, but more negative than Scenario 2.

Figure 3: Real GDP levels – Scenarios 4&5

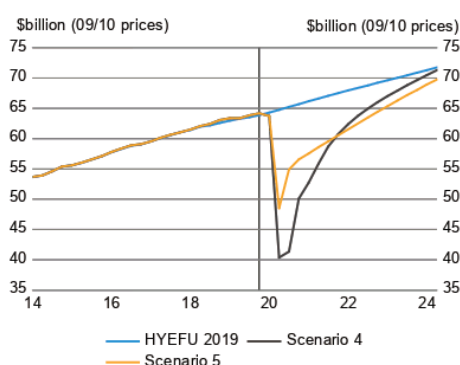
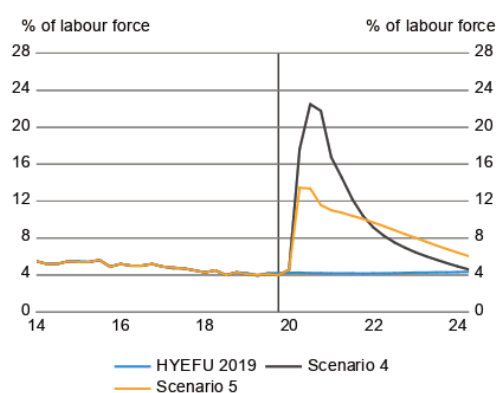


Figure 4: Unemployment rates – Scenarios 4&5



43. Inflation is weaker than in Scenario 3, reflecting the reduction in investment under Scenario 3's protracted period of highly restricted activity. As a result in Scenario 4, the supply side is stronger than in Scenario 3, which flows through to greater excess supply and weaker inflation.
44. **Scenario 5** uses the same Alert Level assumptions as Scenario 1 but assumes a larger contraction in world output and a more gradual recovery. This would be consistent with more stringent or protracted international public health interventions than assumed in Scenarios 1 to 4 to contain the virus, with more persistent scarring effects on businesses, labour markets and households.
45. In contrast to the earlier scenarios, the weaker world has a greater impact over the medium term. Weaker world demand weighs on New Zealand's income growth, with reduced exports and domestic investment demand. The decline in unemployment is more gradual. Nominal GDP is reduced by \$90 billion relative to Scenario 1 taking the difference relative to HYEFU 2019 to \$214 billion.

Fiscal policy responses: Scenarios 1a and 2a

Table 3: Summary of Scenarios 1a and 2a

Year to June	2019	2020	2021	2022	2023	2024	5yr difference*
Real GDP (AAPC)							
Scenario 1	3	-4½	-2½	10	5½	4	
Scenario 1a - extra fiscal (\$20b)	3	-4½	-½	8	4½	3½	
Scenario 2	3	-8	-3	13	5½	4	
Scenario 2a - extra fiscal (\$40b)	3	-8	1	10½	4½	3½	
Unemployment rate (Jun qtr)							
Scenario 1	4	13½	8½	6	5	4½	
Scenario 1a - extra fiscal (\$20b)	4	8½	5½	5	5	4½	
Scenario 2	4	17½	9½	6	5½	4½	
Scenario 2a - extra fiscal (\$40b)	4	9½	6	5½	5½	5	
CPI inflation (APC)							
Scenario 1	1¼	1	¼	¾	1¼	1¼	
Scenario 1a - extra fiscal (\$20b)	1¼	1¼	1¼	1¼	1½	2	
Scenario 2	1¼	1¼	¼	¾	1¼	1½	
Scenario 2a - extra fiscal (\$40b)	1¼	1¼	1	1¼	1½	1¼	
Nominal GDP (\$billion)							
Scenario 1	303	294	287	323	348	370	
Scenario 1a - extra fiscal (\$20b)	303	294	297	330	353	375	26
Scenario 2	303	284	277	320	344	366	
Scenario 2a - extra fiscal (\$40b)	303	283	289	326	349	370	27

*relative to above scenario

GDP growth and Unemployment rate rounded to nearest half percent

CPI inflation rounded to nearest quarter percent

46. In **Scenarios 1a and 2a** we include the impact of additional fiscal policy measures beyond the near \$20 billion in support already announced. This additional support flows to activity, income and employment. In particular, Scenario 1a assumes an additional \$20 billion in fiscal spending directed to households and businesses. However, with activity restrained under the alert system, the short-term effects on activity are limited (Figure 5). Nonetheless, the package limits the rise in unemployment to less than 10% (Figure 6), and reduces the loss in nominal GDP by around \$20 billion (Table 3).
47. If there was further fiscal support, in addition to that already included in scenario 1a, activity would pick up more strongly from the September quarter and unemployment would decline more quickly during 2020.

Figure 5: Real GDP, Scenario 1a

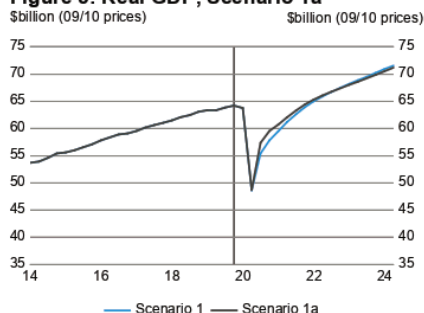
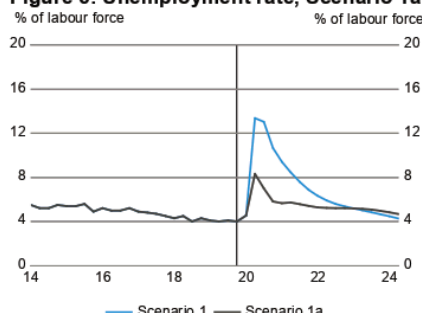


Figure 6: Unemployment rate, Scenario 1a



48. Scenario 2a adds an extra \$40 billion in fiscal support measures to Scenario 2. Figure 8 shows the rise in unemployment is limited to 10% or so, while Table 3 shows nominal GDP is around \$30 billion higher. Less additional fiscal support will see the economy recover more slowly. The unemployment rate would still likely peak around 10% in the September quarter, although as activity is not as strong over the remainder of the year, unemployment will remain at a higher level for longer than in Scenario 1a.

Figure 7: Real GDP, Scenario 2a

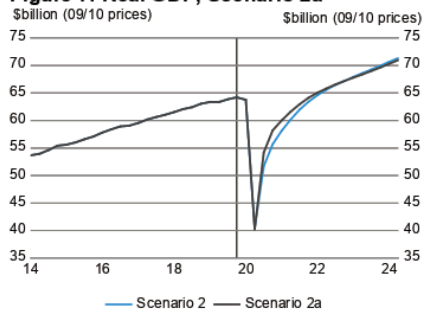
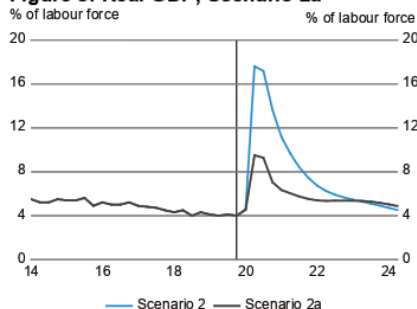


Figure 8: Real GDP, Scenario 2a



49. Annex 2: Scenarios 1 to 5, March years

Year to March	2019	2020	2021	2022	2023	2024	5yr difference*
Real GDP (AAPC)							
HYEFU 2019	2½	2	2½	3	2½	2½	
Scenario 1	3	1½	-13½	14	6	4	
Scenario 2	3	1½	-19½	21½	7	4	
Scenario 3	3	1½	-34	29½	16½	7½	
Scenario 4	3	1½	-27½	29	10	6	
Scenario 5	3	1½	-15	10½	6½	5½	
Unemployment rate (Mar qtr)							
HYEFU 2019	4	4	4	4	4	4½	
Scenario 1	4	4½	9½	6½	5	4½	
Scenario 2	4	4½	11	6½	5½	4½	
Scenario 3	4	4½	24½	12½	7½	5½	
Scenario 4	4	4½	16½	9	6½	5	
Scenario 5	4	4½	11	9½	8	6½	
CPI inflation (APC)							
HYEFU 2019	1½	2	1¼	2	2	2	
Scenario 1	1½	2	0	¾	1¼	1¼	
Scenario 2	1½	2	0	½	1	1½	
Scenario 3	1½	2	-¾	0	1	1½	
Scenario 4	1½	2	-¾	-½	¼	1	
Scenario 5	1½	2	-½	¼	½	1¼	
Nominal GDP (\$billion)							
HYEFU 2019	297	312	327	345	362	379	0
Scenario 1	300	314	269	316	342	364	-121
Scenario 2	300	314	249	312	339	361	-150
Scenario 3	300	314	205	271	321	351	-263
Scenario 4	300	314	224	294	326	350	-217
Scenario 5	300	314	257	289	316	343	-206

*relative to Scenario HYEFU 2019

GDP growth and Unemployment rate rounded to nearest half percent

CPI inflation rounded to nearest quarter percent

Annex 3: Scenarios 1a and 2a, March years

Year to March	2019	2020	2021	2022	2023	2024	5yr difference*
Real GDP (AAPC)							
Scenario 1	3	1 1/2	-13 1/2	14	6	4	
Scenario 1 + extra fiscal	3	1 1/2	-11 1/2	12 1/2	5	3 1/2	
Scenario 2	3	1 1/2	-19 1/2	21 1/2	7	4	
Scenario 2 + extra fiscal	3	1 1/2	-16 1/2	19 1/2	5 1/2	4	
Unemployment rate (Jun qtr)							
Scenario 1	4	4 1/2	9 1/2	6 1/2	5	4 1/2	
Scenario 1 + extra fiscal	4	4 1/2	5 1/2	5 1/2	5	5	
Scenario 2	4	4 1/2	11	6 1/2	5 1/2	4 1/2	
Scenario 2 + extra fiscal	4	4 1/2	6 1/2	5 1/2	5 1/2	5	
CPI inflation (APC)							
Scenario 1	1 2/4	2	-0	3/4	1 1/4	1 3/4	
Scenario 1 + extra fiscal	1 2/4	2	1	1 1/4	1 2/4	1 3/4	
Scenario 2	1 2/4	2	-0	2/4	1	1 2/4	
Scenario 2 + extra fiscal	1 2/4	2	2/4	1 1/4	1 1/4	1 2/4	
Nominal GDP (\$billion)							
Scenario 1	300	314	269	316	342	364	
Scenario 1 + extra fiscal	300	314	276	322	347	369	25
Scenario 2	300	314	249	312	339	361	-30
Scenario 2 + extra fiscal	300	314	259	319	344	365	-4

*difference relative to Scenario 1

Table 4: GDP, current prices, annual, \$billions										
Source: Stats NZ, the Treasury										
		HYEFU 2019	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 1a - extra fiscal (\$20b)	Scenario 2a - extra fiscal (\$40b)	
	2019Q3	304	307	307	307	307	307	307	307	
	2019Q4	308	311	311	311	311	311	311	311	actual
	2020Q1	312	314	314	314	314	314	314	314	forec ast
	2020Q2	315	294	284	283	284	293	294	283	
	2020Q3	319	283	268	255	256	280	286	271	
	2020Q4	323	275	257	228	239	268	280	264	
	2021Q1	327	269	249	205	224	257	276	259	
	2021Q2	332	287	277	219	246	271	297	289	
	2021Q3	336	298	291	235	267	277	306	301	
	2021Q4	340	307	302	253	281	283	315	311	
	2022Q1	345	316	312	271	294	289	322	319	
	2022Q2	349	323	320	287	304	296	330	326	
	2022Q3	353	330	327	300	313	303	336	333	
	2022Q4	358	336	333	312	320	309	342	339	
	2023Q1	362	342	339	321	326	316	347	344	

	2023Q2	366	348	344	329	332	323	353	349	
	2023Q3	371	353	350	337	338	329	358	354	
	2023Q4	375	359	355	344	344	336	363	359	
	2024Q1	379	364	361	351	350	343	369	365	
	2024Q2	384	370	366	358	355	349	375	370	

	Table 5: Real GDP, constant 2009/10 prices, annual									
	Source: Stats NZ, the Treasury									
		HYEFU 2019	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 1a - extra fiscal (\$20b)	Scenario 2a - extra fiscal (\$40b)	
	2019Q3	252	254	254	254	254	254	254	254	
	2019Q4	254	255	255	255	255	255	255	255	actual
	2020Q1	255	255	255	255	255	255	255	255	foreca st
	2020Q2	256	240	232	232	232	240	241	232	
	2020Q3	258	232	220	209	210	231	234	222	
	2020Q4	260	226	212	187	196	224	229	216	
	2021Q1	262	221	206	169	185	218	226	213	
	2021Q2	264	234	226	178	200	228	240	234	
	2021Q3	266	241	236	190	217	232	246	243	

	2021Q4	267	247	244	204	228	236	250	249	
	2022Q1	269	253	250	218	238	240	255	254	
	2022Q2	271	257	256	231	246	244	259	258	
	2022Q3	273	262	260	240	252	248	263	262	
	2022Q4	274	265	264	248	257	252	266	265	
	2023Q1	276	268	267	255	262	256	268	267	
	2023Q2	278	271	270	260	266	260	271	270	
	2023Q3	279	274	273	265	270	263	273	272	
	2023Q4	281	277	276	270	273	267	276	275	
	2024Q1	283	280	278	274	277	270	278	277	
	2024Q2	284	282	281	278	280	274	281	280	

Allocation of Services

Impact of Covid-19

Activity/Service Classification

As Council works through a process to prioritise the allocation of the overall funding envelope within which it decides to work it is seen that it would be helpful to have regard to an overall service classification framework that gives an indication of the relative level of importance of a service to achieving community outcomes.

During the Covid 19 pandemic the government has used terminology of “essential” and “non-essential” services to differentiate between services that critical to communities and the maintenance of minimums standards of living. From an internal service delivery perspective staff then used “critical to life”, “important” and “non-essential” services. These classifications recognise that there are a range of services that Council must deliver, no matter what, in the sense that they are critical to community well-being. There are also a range of services that Council have a legislative obligation to deliver (and therefore must provide them) albeit that it might have some level of control over the level to which the service is provided. There are a range of services that fall into the discretionary category. Council has a much greater choice about the extent, if at all, of its involvement and/or the level of service that it might deliver.

Staff propose that Council should agree on a classification of services into the following three tiers:

Tier One:	Essential Services
Tier Two:	Other Mandatory (Have to Do) Services
Tier Three:	Discretionary Services

Because an activity can comprise a number of services which sit within different tiers, the tiered structure refers to 'services'. These are defined below. This tiered categorisation is not intended to provide a prioritisation of Council services.

Tier One: Essential Services

Tier One Essential services are defined as follows:

- Council activities include some services considered essential by its community and fundamental to functioning communities in this District. There is no legislatively prescribed set of essential services. Whether these services are required to be delivered by statute or not, is a separate factor.
- the capital expenditure associated with some services in this District may be a barrier to private enterprise entry into service delivery. There is in this case a need for Council to undertake a service provider role where the service is considered essential to the District.
- differences in the cost of delivering these services locally are often due to factors outside of the communities control such as the sensitivity of the surrounding environment or the availability of water at source.
- Council considers that all communities in the District should (over time) have equitable access to the level of essential services that their community requires to meet their needs irrespective of whether there are differences in the costs of delivering services in different areas. Therefore, the benefits of these services are to be received on an equitable basis across the District, based on need.



Tier Two: Mandatory Services

Tier Two Mandatory services are defined as follows:

- Council activities include mandatory services which must be provided by law. In this case, statute is a driver of the need for the activity. These services are mandatory nation-wide and an assumption could be made that all District and city communities benefit (since a national benefit is presumably intended to be gained from having national set minimum service levels).
- an assumption can be made that all geographical parts of the District community will likely then receive and benefit from a comparable level of service relative to their needs.
- services may be delivered at a higher level than is required by law in which case that component of the service is considered discretionary.

Tier Three: Discretionary Services

Tier Three Discretionary services are defined as follows:

- Council activities include services or parts of services which are considered discretionary. This does not mean that Council does not consider the services as important or as priorities for delivery to its communities.
- since the services are discretionary, the District and individual communities have more choice in deciding what level of service (if any) should be delivered and the quantum that they are willing to pay for the delivery of these services.
- given this, Council will choose whether to take a District-wide approach to the provision of each service, or to identify services which may vary in individual community areas where needs and preferences vary. Logically it would likely be these latter services (or components thereof) which could, but not necessarily, have a higher level of delegation to community boards for decision-making in relation to the level and type of service to be delivered.

Allocating Services to Tiers

In considering above, the services were allocated to the three tiers as follows:

Tier One Essential	Tier Two Mandatory	Tier Three Discretionary
<ul style="list-style-type: none"> Water supply Wastewater Stormwater District transportation Solid waste SIESA 	<ul style="list-style-type: none"> Landuse planning & management Strategic planning (Corporate) Emergency management Community health and safety (licensing & policy) Building control enforcement Maintaining existing cemeteries Hazard management (to an extent) District leadership (to an extent) 	<ul style="list-style-type: none"> Strategic planning (integrated planning and local) Local transportation Economic and regional development Jetties and other harbour facilities Natural & cultural heritage Building control consents Some community health and safety enforcement Parks & reserves Provision of new cemeteries throughout the District Public toilets Social development Swimming pools Additional emergency management services Halls Airfield Libraries Local representation and advocacy Community leadership
NB: If a service were to change, the category within which it sits may also change.		

Management Options

Impacts of Covid-19

Management Options

Council wants to look at the options that it might have for 'reducing' the demands that it is placing on ratepayers in the short to medium term, given the impacts of Covid 19. It is also interested in identifying potential opportunities for increasing the efficiency with which services are delivered and/or the effectiveness of the funding allocation decisions that it makes.

This attachment outlines a range of options that staff can consider in advancing this work. For each of the options identified staff will outline the pros and cons of the options along with any risks that may come with the proposed change.

Short Term Options

The range of short term options, (ie effects that might last for one to three years) available for managing down the rating demands placed on ratepayers are seen as including:

- increased use of alternative sources of operating revenue such as user fees and grants
- increased use of other sources of capital revenue such as debt, accumulated reserves, development contributions and/or alternative investment vehicles such as public private partnerships
- the sale or disposal of under-utilised assets
- introduction of new business processes and/or systems that improve the efficiency of service delivery
- more clearly defining the 'needs' (as distinct from 'wants') of communities that are being addressed through each service and consider whether there are ways to change the level of service being provided to focus on those needs
- a reassessment of the value delivered by the activities/services that Council delivers and reallocating funding if there is greater value delivered by alternative services
- consideration of opportunities, and the relative merits, of lowering levels of service for each activity/service
- deferral of asset replacement projects where these do not create a safety risk
- short term closure of assets until they can be replaced
- development of individual service prioritisation tools (eg public toilet matrix) to allow for a more explicit prioritisation of the level of funding available and service provision for each activity
- reassess the current policy for the funding of depreciation. This review should consider:
 - the ways in which depreciation funding is currently utilised, including the repayment of loans
 - circumstances in which it may be appropriate not to fully fund depreciation, such as where it is considered unlikely that Council will replace the asset
 - the linkage between depreciation and generation of cash to finance the replacement of assets at the end of their economic life
 - an extension of the timeframe over which Council is looking to fund depreciation.



- development of new collaborative service delivery models with other local authorities, NGOs or the private sector
- a retargeting of the parties that are required to pay the rates that Council sets. This retargeting of the incidence of rating could be achieved through changes to its revenue and financing policy or through the development of new rates remission and/or postponement policies
- the development of new rating tools designed to improve demand management.

Medium Term Options

While Council will initially focus on the first three years of the 2021 LTP it is accepted that there may also be a range of medium to long term 'efficiency gain' options that should be identified through this work. Council wishes to identify these so that they can also be considered for inclusion in either the current or subsequent LTPs. The range of options available within this category might include:

- the development of new collaborative service delivery arrangements with other local authorities and/or private service providers
- the sale of underutilised Council assets
- consideration to the exit or sale of some services/activities that can be provided more effectively by third party providers. Community housing and Te Anau airport are potential examples of services that fit into this category
- Council could also explore further the public versus private sector roles in the provision of services for the District. That is, does Council need to provide the service or can someone else do it?
- a further option is the use of alternative infrastructure funding schemes such as the sale/transfer of infrastructural assets to the private sector, whether that be in the form of a community group or other private sector investor
- adoption of a policy of not providing for any new capacity for growth in its infrastructure. Under this option Council would only allow new developments to connect to a Council asset where it had existing spare capacity or where such capacity was already under construction. In other cases Council would not develop the infrastructure needed to service new growth and instead would put the onus on individual developers to provide their own infrastructure
- a review of the period over which the financial cost of 'fixing' the infrastructure deficit should be spread. Should the current generation pay for all of this deficit, or should we look to recover some of it in the future via spreading the loans over a longer period of time?

Covid-19 Response and Recovery

Record No: R/20/5/10979
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☐ Decision

☐ Recommendation

☒ Information

Purpose

- 1 The purpose of this report is to update Council on the range of measures that have been taken in response to the Covid-19 pandemic to date and to also identify areas in which further work is being considered.

Executive Summary

- 2 Covid-19 has quickly escalated into a world-wide pandemic event that will have wide ranging health, economic and social consequences for communities.
- 3 One of the effects of the decisions that have been made is the reality that the New Zealand economy will move into an economic recession, which in turn will have a number of flow on social consequences for communities. Treasury are predicting that it will take three to four years for the economy to recovery to pre Covid-19 forecast levels. Government are and will continue to look at what support can be provided at a national level to support both the response and recovery phases of the event.
- 4 From a Council perspective a number of measures have been taken to manage the initial response to the event to date. A number of these are summarised in this paper. There are also a number of areas of work underway which are designed to ensure that Council can continue to support its communities in an appropriate manner. Feedback on any further areas for consideration is welcomed.

Recommendation

That the Council:

- a) **Receives the report titled "Covid-19 Response and Recovery" dated 13 May 2020.**

Background

- 5 Covid-19 has quickly escalated into a world-wide pandemic event that will have wide ranging health, economic and social consequences for communities.
- 6 The speed with which the event has unfolded from the original outbreak in China in late December has meant that there has been a need for businesses and communities to cope with a rapid level of change within very short timeframes. In this regard the tourism industry is an example of a sector that has changed dramatically 'overnight' as a result of the restrictions placed on international and national travel.
- 7 One of the effects of the decisions that have been made is the reality that the New Zealand economy will move into an economic recession which in turn will have a number of flow on

social consequences for communities. At this stage New Zealand Treasury forecasts suggest that the level of economic activity (as measured by GDP) and unemployment levels could be affected for a period of three to four years. At the end of that four year period the forecasts effectively show the economy returning to the levels of economic activity that were forecast to occur pre Covid 19.

- 8 From a Council perspective a number of measures have been taken to manage our initial response to the event. This paper seeks to outline the steps that have been taken or which are under development to provide support to Southland ratepayers, local businesses such as contractors and the wider community. Further areas of work will be considered as we move into the recovery phase.

Ratepayer support

Rate payment arrangements

- 9 It is expected that the number of ratepayers experiencing financial difficulty in meeting their rating and other financial commitments will increase as a result of the Covid-19 pandemic.
- 10 To date Council has adopted the approach of encouraging ratepayers, who might be having such challenges, to contact finance staff to discuss what options might exist for putting in place suitable alternative payment arrangements. These can include, for example, direct debit payments, the payment of rates over an extended period of time or postponement of rates. Where such arrangements are in place then Council will agree to waive penalties and there is also the ability, in extreme cases to remit part of the rates assessed in the case of residential properties.
- 11 Council's rates postponement policy currently allows for rates on a residential property to be postponed for a period of up to six years in cases of financial hardship. Similarly, the rates remission policy also allows for remission of rates in cases of extreme financial hardship.
- 12 At this stage staff are comfortable that the existing debt collection, along with the rate remission and rate postponement policies provide sufficient flexibility for staff to be able to work with individual ratepayers to develop customised solutions that recognise the challenges that individual ratepayers might be experiencing. If staff do find that it would be beneficial to have greater flexibility through a change to the existing policies then they will bring a report to Council for further consideration.

Rate payment dates and penalties

- 13 Following adoption of the annual plan each year, Council proceeds through the process of setting rates for the new financial year. This process will occur at the 23 June Council meeting for the 2020/21 financial year.
- 14 As part of the rate setting resolutions passed each year Council also confirms the different instalment dates and application of penalties for late payments. Council does have discretion over these dates and the level of penalties that might be applied. At this stage staff are of the view that Council should continue to apply its standard policies given that it can continue to work with individual ratepayers on a case by case basis as required.

Ratepayer support services

- 15 Staff are currently scoping a project looking at options available for providing guidance and support to ratepayers who might be struggling to pay their rates due to the effects of Covid-19. This will involve working internally with finance, communications and customer support teams to determine options available and to streamline processes.
- 16 It is also intended to seek information and work collaboratively with external organisations such as Age Concern, community workers, Citizens Advice Bureau, Rural Support Trust and other social agencies who are also able to provide support services to the community.

Business support

Business support and assistance

- 17 As part of annual letter of expectation and draft statement of intent process Council agreed at its 22 April meeting, to reallocate \$250,000 of the funding that it provides to Great South to the purchasing of business support services. This decision was made to ensure that the services provided by Great South could be targeted to the areas of need arising out of Covid-19.
- 18 The areas in which Great South has been asked to refocus its support to businesses include:
- expand and build on the NZTE funded Regional Business Partner Programme and other central government programmes and packages that are created and available in response to Covid-19
 - work with national, regional and local business advisory networks to establish a current/live inventory of business support packages, support agencies, advisory services available to SMEs
 - directly focus resource on aligning and linking SMEs in the Southland District area to appropriate agencies and programmes to offer targeted support
 - foster and promote business support programmes tailored to support and assist businesses in accommodation, hospitality, service sector support industries and rural communities
 - establish in conjunction with Iwi, ICC, SDC, GDC, Chamber of Commerce et al a Southland SME Business Recovery Taskforce.
- 19 The change in focus and the above priorities will be included in the final purchasing agreement agreed with Great South.

Supplier payments

- 20 To assist suppliers with their cashflow Council has implemented a more regular supplier payment regime rather than requiring them to wait until the 20th of the following month. The success of this regime is dependent upon the timely provision of invoices by suppliers and approval by the relevant staff member. Regular reminders are being sent to staff in this regard.

Commercial lease arrangements

- 21 Council has a number of commercial lease arrangements in place. Staff are working with any tenants that may be facing challenges, on a case by case basis, to come to a suitable arrangement

about the payment of rents. These discussions also need to take account of the provisions of the lease agreements that apply in each case.

Capital works programme

- 22 As noted in the shovel ready projects report that is subject of a separate paper, central government are giving consideration to providing a level of assistance to expedite a range of capital works projects that could be used to stimulate the level of economic activity in the construction sector.
- 23 Irrespective of the decisions that government may make in relation to the shovel ready projects there is an argument for local authorities to identify a range of capital works projects that could be progressed in the short to medium term to stimulate increased economic activity and employment.
- 24 To the extent that such projects might also be consistent with a broader local or regional development objective then they can also have wider benefits. The Stewart Island/Rakiura jetties and a number of the community facility renewal projects that are being put forward for consideration as part of the 2021 LTP could be seen to fall into this category. The downside of any such initiatives is that they can have flow-on operating costs that need to be funded.
- 25 Once Council has greater clarity around the likely outcomes from the shovel ready process staff will give further consideration to the opportunities that might exist in this area and then bring a report through to Council.

Community support

Local community support

- 26 In response to the Covid-19 event it has been pleasing to see a number of communities 'pulling together' to implement locality based support mechanisms for members of their local community. In some cases local community boards and representative leaders have been a driving force behind these initiatives while in others, the local communities themselves have 'stood up'. The community coming together to put in place local solutions to the challenges they face is a key part of the community led development model that has been a strategic priority for Council in recent years.
- 27 The community leadership team are continuing to provide support for local community initiatives as required. As part of this process they are looking at various funds or grants that may be able to be applied for to help Southland District communities. A recent example of funding being made available is the community funding of \$327,000 announced by Sport Southland to assist sporting groups.

Community partnership fund

- 28 The Community Partnership Fund has been established in each community board area to provide each board with the ability to provide grant funding to support what they see as worthy local projects or groups that would benefit from a level of additional support.
- 29 While the fund does not officially commence until 1 July 2020 there is no reason why local community boards could not provide support now if there is an area or group that has a clear need arising from Covid-19 that the board wants to support.

- 30 In addition to their main funding stream they each have also been allocated an additional \$20,000 'one off' funding that could be used to support groups providing important support services in relation to the Covid-19 event.

Emergency response

- 31 Emergency Management Southland (EMS) have had their operational centre active since the beginning of the alert level 4 lockdown period. In addition to their own resources EMS rely on staff from each of the four Southland councils to resource the operations centre. A number of our staff have been involved with providing support to EMS over this period.
- 32 Below is a table provided by Emergency Management Southland that shows the total number of calls they have received for the region and Southland District broken down into categories.

	Southland-District-total	Regional-total	Total-Southland-as-a-%-of-all-requests-seeking-this-type-of-assistance
Finance	18	78	23%
Medicine	10	35	29%
Accommodation	5	36	14%
Food	43	219	20%
Psychosocial	8	21	38%
Animal-welfare	5	36	14%
Other	5	41	12%

Council response and recovery planning

Research and analysis projects

- 33 Staff are undertaking a number of research and analysis work streams to better understand the likely impacts of Covid-19 on Southland communities. This work includes:
- an environmental scan looking at what impacts the pandemic is having on the District and its communities
 - an overview of the current structure of the Southland economy and consideration of potential economic consequences coming out of the event at both a District and community level
 - lessons to be learnt from previous events, such as the global financial crisis, that will be relevant for work moving forward including the recovery phase
 - implications for the corporate performance framework and the reprioritisation of current organisational objectives and priorities to reflect the change in priorities that needs to occur as a result of Covid 19.
- 34 The outputs from these workstreams will be used to inform future decision-making about how Council might respond to the impacts of Covid-19. This will include a review of Council's approach to implementation of its Strategic Framework and the short to medium term priorities.

Recovery projects

- 35 The outputs from the research and analysis workstream, along with the other areas of work identified will also be helpful for informing the work that Council might need to do in relation to developing an overall recovery framework and work programme.
- 36 In addition to work that Council might support at the District and local community level there is also a number of initiatives being driven at the national and regional level. It will be important to ensure that any work that Council might progress is integrated with these wider workstreams and also takes into account areas of specific local need.

Financial implications

- 37 Work is being progressed to consider the financial implications and risks created by the pandemic for Council. Issues such as a drop in the level of development activity that is occurring across the District, a reduction in electricity consumption for SIESA and a reduction in Stewart Island Visitor levy revenue are examples of areas in which there will be revenue implications.
- 38 The outcomes from the financial review will be incorporated into the next financial reforecast process.

Contract management

- 39 Covid-19 and the way in which the different alert levels might affect the delivery of services, has implications for the way in which services are provided and obligations performed under the contracts that Council has with its external service providers.
- 40 For each contract for the provision of services, Council has had to and/or will need to continue to work with each of the individual contractors to decide the extent to which the services should or can continue to be provided and the way in which the financial burdens relating to the disruption to the provision of the service should be shared between Council and the contractor.
- 41 Council's general approach, in relation to the delivery of services is to seek information from the contractor concerned about whether they can (and if so how) continue to deliver their services at the different alert levels. In this way Council cannot be seen to be making a unilateral decision to suspend the contract.
- 42 From a contract law perspective there is a need to work with each contractor to identify the financial implications of the different alert levels and the responsibility that Council might carry for these costs.

Next Steps

- 43 Staff will continue to report to Council as required on the range of initiatives being taken to respond to the Covid-19 pandemic.

Attachments

There are no attachments for this report.

Unbudgeted Expenditure – Limehills Community Centre Kitchen and Supper Room Refurbishment

Record No: R/20/3/5434

Author: Mark Day, Community Facilities Manager

Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to request unbudgeted expenditure of \$10,241.78 to refurbish the Limehills Community Centre kitchen and supper room.

Executive Summary

- 2 There is a project in this year's annual plan to upgrade the kitchen at the Limehills hall with a budget of \$10,220.
- 3 During an inspection of the hall with the hall committee chairperson, members of the Oreti Community Board and Councillors, they agreed with the staff assessment of the scope of work for the project.
- 4 This will include new kitchen joinery, rearrange the kitchen layout, replacement of the current electric oven, painting, new floor coverings and the installation of LED lights.
- 5 This a very proactive hall committee who are activity seeking opportunities to increase the usage of the hall and its facilities. They have sports teams and community groups from throughout the district and Invercargill coming and utilising the facilities.
- 6 Since the loss of the public toilet the facility now provides this service to the public and also campervans.
- 7 The enhancement to the kitchen facilities will allow the committee to cater to the increased usage at the hall.
- 8 The Oreti Community Board received and approved an unbudgeted expenditure report at the meeting held on 6 April 2020 that was conditional on Council approving additional unbudgeted expenditure prior to the project proceeding.

Recommendation

That the Council:

- a) **Receives the report titled “Unbudgeted Expenditure – Limehills Community Centre Kitchen and Supper Room Refurbishment” dated 13 May 2020.**
- 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) **Notes that at the Oreti Community Board meeting held on 6 April 2020 approved the unbudgeted expenditure of \$7,378.22 to refurbish the kitchen and supper room at the Limehills Community Centre to be funded from the Limehills General Reserve and \$6,380 from the Limehills Community Centre general maintenance budget on the condition that Council approves the unbudgeted expenditure of \$10,241.78 from the Winton Wallacetown Ward Reserve.**
- e) **Approves the unbudgeted expenditure of \$10,241.78 from the Winton Wallacetown Ward Reserve.**

Background

- 9 There is a project in this year’s annual plan to upgrade the kitchen at the Limehills hall with a budget of \$10,220.
- 10 During an inspection of the hall with the hall committee chairperson, members of the Oreti Community Board and Councillors, they agreed with the staff assessment of the scope of work for the project.
- 11 This will include new kitchen joinery, kitchen layout and replacement of the current electric oven.
- 12 With the changes to the kitchen joinery, the floor and wall coverings will also need to be replaced.
- 13 Council staff also recommended that the adjoining supper room should be upgraded at the same time. This will entail replacing the carpet, repainting and installing LED lights.
- 14 The proposed scope of work exceeds the approved budget so additional funding is required to complete the whole project.
- 15 The Limehills General Reserve has a current balance of \$7,378.22 and this will be used along with \$10,241.78 from the Winton Wallacetown Ward Reserve.

Issues

- 16 The current kitchen and electric oven is out dated and there are issues with the amount of available bench space and functionality of the existing kitchen layout.
- 17 The current sink is a single domestic size sink that is too small to wash large catering pots.
- 18 This a very proactive hall committee who are activity seeking opportunities to increase the usage of the hall and its facilities. They have sports teams and community groups from throughout the district and Invercargill coming and utilising the facilities.
- 19 Since the loss of the public toilet the facility now provides this service to the public and also campervans.
- 20 The enhancement to the kitchen facilities will allow the committee to cater to the increased usage at the hall.

Factors to Consider

Legal and Statutory Requirements

- 21 There are no legal and statutory requirements.

Community Views

- 22 The views of the Councillors and Community Board are taken as being indicative of the community.

Costs and Funding

- 23 There is a project in this year's annual plan to upgrade the kitchen at the Limehills hall with a budget of \$10,220.
- 24 This is not enough to cover the scope of the work that has been agreed to and an additional \$24,000 is required.
- 25 This will be funded from:
- general maintenance of \$6,380 to funded from the Limehills Community Centre budget.
 - unbudgeted expenditure of \$7,378.22 to be funded from the Limehills General Reserve
 - unbudgeted expenditure of \$10,241.78 to be funded from the Winton Wallacetown Ward General Reserve.
- 26 The Limehills General Reserve currently has a balance of \$7,378.22.
- 27 The Winton Wallacetown Ward Reserve currently has a balance of \$425,086.01.

Policy Implications

- 28 There are no policy implications.

Analysis

Options Considered

- 29 The options considered are to fund the unbudgeted expenditure in line with the scope, or not.

Analysis of Options

Option 1 – Approves the unbudgeted expenditure of \$10,241.78 from the Winton Wallacetown Ward Reserve.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">the kitchen and supper room will receive the remedial work required to extend its life	<ul style="list-style-type: none">the kitchen and supper room will continue to deteriorateif left, it will cost more in the future.

Option 2 – Not approve the unbudgeted expenditure

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">none identified.	<ul style="list-style-type: none">the kitchen and supper room will continue to deteriorateif left it will cost more in the future.

Assessment of Significance

- 30 The request does not trigger any of the significance criteria.

Recommended Option

- 31 Option 1 - Approves the unbudgeted expenditure of \$10,241.78 from the Winton Wallacetown Ward Reserve.

Next Steps

- 32 Engage the contractor and undertake the agreed scope of work.

Attachments

There are no attachments for this report.

Mataura Island Hall Disposal

Record No: R/20/3/6492
Author: Theresa Cavanagh, Property Advisor
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To seek resolution from Council to declare the Mataura Island Hall property surplus to requirements.

Executive Summary

- 2 The Mataura Island Hall has fallen into disrepair and the funding required to bring the hall to a suitable standard for ongoing use would require a significant increase in the annual hall rate. This is difficult to justify given the lack of demand for this facility.
- 3 In November 2019, community consultation was undertaken via a letter drop to all ratepayers within the Mataura Island Hall Rating Boundary providing an opportunity for objections to a disposal. No objections were received.
- 4 Following community consultation, the Mataura Island Hall Committee provided a resolution to Council stating *‘that the hall can be disposed of’*.

Recommendation

That the Council:

- a) **Receives the report titled “Mataura Island Hall Disposal” dated 13 May 2020.**
- 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 that the Mataura Island Hall property being Sections 52 & 53, Block VIII, Wyndham Survey District held in Gazette Notice 077688.1 is surplus to requirements.**
- e) **Resolves to make a request to the Minister of Conservation to revoke the ‘vesting in trust in the Southland District Council’ for Sections 52 & 53, Block VIII, Wyndham Survey District.**
- f) **Resolves to make a request to the Minister of Conservation for a percentage of the sale proceeds after Sections 52 & 53, Block VIII, Wyndham Survey District is sold.**
- g) **Acknowledges that the Mataura Island Hall rating boundary be split between the Glenham Hall rating boundary and the Seaward Downs Hall rating boundary.**
- h) **Resolves that the proposed split of the hall rating boundaries be addressed in the next Annual Plan.**
- i) **Acknowledges that the hall’s existing funds, and this year’s hall rates, will be held by Council until disposal is complete. The hall funds would then be split between the two adjoining hall rating boundaries. Sale proceeds from the hall (if any) would be split between the two adjoining hall rating boundaries unless directed by the Department of Conservation to spend otherwise.**

Background

- 5 The Mataura Island Recreation Reserve and Hall are located on Sections 52 & 53, Block VIII, Wyndham Survey District at 674 Mataura Island Road, as per attached map.
- 6 The hall has fallen into disrepair with a leaking roof causing damage to the inside of the building, and windows need replacing. The funding required to bring the hall to a suitable standard for ongoing use would require a significant increase in the annual hall rate. This is difficult to justify given the lack of demand for this facility, with the only remaining user being the local Rifle Club for their occasional meetings.
- 7 Various members of the community had voiced concern that the hall rate they were paying was going to a facility that wasn’t being used. Formal community consultation was required to

determine the response from all ratepayers within the Mataura Island Hall rating boundary. The Hall Committee considered a letter drop to be the best way to consult, rather than a public meeting. In November 2019, the attached letter was sent to all relevant ratepayers providing an opportunity for them to object to the disposal. Two responses were received, both agreeing that *‘while it would be sad to see it go, it’s well past it’s used by date’*.

- 8 The consultation letter also proposed a split of the Mataura Island Hall rating boundary so ratepayers would now be either in the Seaward Downs Hall rating boundary or the Glenham Hall rating boundary. The new boundary was established with input from the Hall Committee and no objections were received in regards to this.
- 9 Following community consultation, the Mataura Island Hall Committee provided a resolution to Council stating *‘that the hall can be disposed of’*.

Issues

- 10 There are no issues identified at this point given the strong community support for closing and disposing of the hall.

Factors to Consider

Legal and Statutory Requirements

- 11 In 1926, this land was declared via Gazette Notice to be a permanent reserve for Recreation. In the same year, it became the Mataura Island Domain under the Public Reserves & Domains Act 1908. Authority was also granted to erect a Public Hall on the Domain.
- 12 In 1982, pursuant to the Reserves Act 1977, the reserve was vested in the Southland County in trust for recreation purposes. This means that the reserve is currently in Council’s ownership but should Council no longer require the land, it reverts back to the Crown. The Crown in this instance is the Department of Conservation (DOC), who will determine whether to revoke the reserve status and dispose of the property, under Sections 24 & 25 of the Reserves Act.
- 13 In 1999, the Minister of Conservation announced that the Crown and local authorities may share the net amount available as a result of disposal of revoked Crown reserves, and be reimbursed for costs. Therefore, subject to approval by the Crown, Council has the ability to apply for a share of the net sale proceeds under s82 of the Reserves Act, after the deductions of DOC’s disposal costs.

Community Views

- 14 Council did not receive any objections to the disposal (or proposed hall rating boundaries) following the letter drop to all ratepayers within the Mataura Island Hall rating boundary. The Mataura Island Hall Committee subsequently provided a resolution to Council to dispose of the hall.

Costs and Funding

- 15 No further costs will be incurred after the vesting is revoked but there is potential to receive a percentage of the sale proceeds.
- 16 The hall’s existing funds and this year’s hall rates will be held by Council until disposal is complete then would be split between the two adjoining hall rating boundaries. Any sale

proceeds from the hall would be split between the two adjoining hall rating boundaries unless directed by the Department of Conservation to spend otherwise. The splitting of the hall boundaries will go through an Annual Plan process. When this process is complete, the funds will be distributed as proposed.

Policy Implications

- 17 None identified at this stage.

Analysis

Options Considered

- 18 To declare the property surplus to requirements or not.

Analysis of Options

Option 1 – Declare Surplus

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Allows the property to be disposed of and eliminates future costs and liabilities relating to the building.• Disposing of a facility which is rarely used.	<ul style="list-style-type: none">• None identified.

Option 2 – Do not Declare Surplus

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• None identified as there is no demand from the community for the hall and it will fall into further disrepair.	<ul style="list-style-type: none">• The Council and the Hall Committee will continue to manage an unused building which will generate further costs and liabilities.• Retaining a facility which is rarely used.

Assessment of Significance

- 19 Not considered significant.

Recommended Option

- 20 Option 1 – Declare Surplus

Next Steps

- 21 Forward to the Department of Conservation:
- the resolution requesting that the *‘vesting in trust in the Southland District Council’* of the reserve is revoked.
- 22 - an application for a percentage of the sale proceeds.

Attachments

- A Maitaura Island Hall Map [↓](#)
- B Letter to Ratepayers - Maitaura Island Hall Disposal [↓](#)
- C Maitaura Island - Proposed New Rating Boundaries [↓](#)





Select a date.

«Ratepayer»
«Address1»
«Address2»
«Address3»
«Address4»

Dear Sir/Madam

Mataura Island Hall

The future of Mataura Island Hall is currently under consideration.

The funding required to bring the hall to a suitable standard for ongoing use would require a significant increase in the annual hall rate. This is difficult to justify given the lack of demand for this facility. Given this, the hall committee have proposed that the hall and surrounding property be disposed of.

The first part of this process is to seek community feedback in order for the Hall Committee to provide a recommendation to Council, who will then determine the future of the hall.

If the disposal proceeds, the Mataura Island rating boundary (red line in attached map) is proposed to be split into two (blue dotted line) and absorbed by Seaward Downs and Glenham rating boundaries.

- Properties west of the blue dotted line will be included in the Seaward Downs rating boundary.
- Properties east of the blue dotted line will be included in the Glenham rating boundary.

All existing hall funds would be held by Council until disposal is complete. These funds along with the sale proceeds from the hall would be split proportionally between the two adjoining rating boundaries. All furniture and fittings from the hall would be removed by the hall committee.

If you have any comments or objections regarding the above, please provide details in writing to theresa.cavanagh@southlanddc.govt.nz or post to the address below by 23 December 2019. Feel free to contact me with any queries.

Yours faithfully

Theresa Cavanagh
Property Advisor

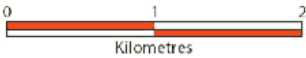
Southland District Council
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Matura Island Hall Disposal



Legend

- Split Line
- Current Matura Island Hall Boundary

Map Scale 1:45,000 @ A3
Map Date 13 November 2019
Imagery Date Summer 2013



Monthly Financial Report - March 2020

Record No: R/20/5/10522
Author: Dee 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 nine months to 31 March 2020.

Recommendation

That the Council:

- a) **Receives the report titled “Monthly Financial Report - March 2020” dated 13 May 2020.**

Attachments

- A Monthly Financial Report - March 2020 [↓](#)



Monthly Financial Report

March 2020

Southland District Council
Te Rohe Pōtae o Murihiku

PO Box 903
15 Forth Street
Invercargill 9840

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Executive summary

1. This monthly financial report summarises Council's financial results for the nine months to 31 March 2020.
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, and forecasting from October
 - 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 Council. The materiality threshold adopted by Council, together with annual budget for 2019/2020 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.

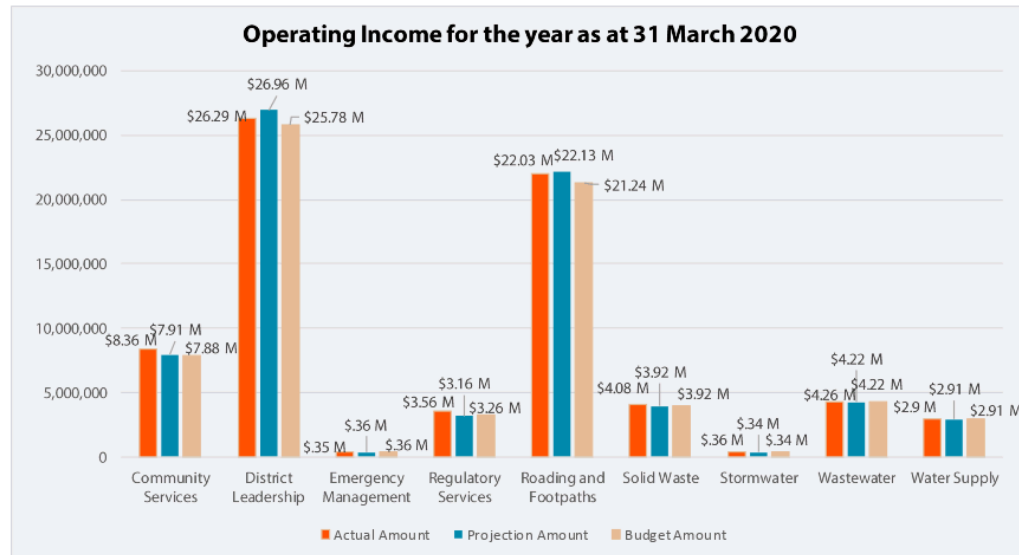
Abbreviation Explanation

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

Council monthly summary

Income

Operating income is \$256K (0%) over projection YTD (\$72.1M actual vs \$71.9M projected).



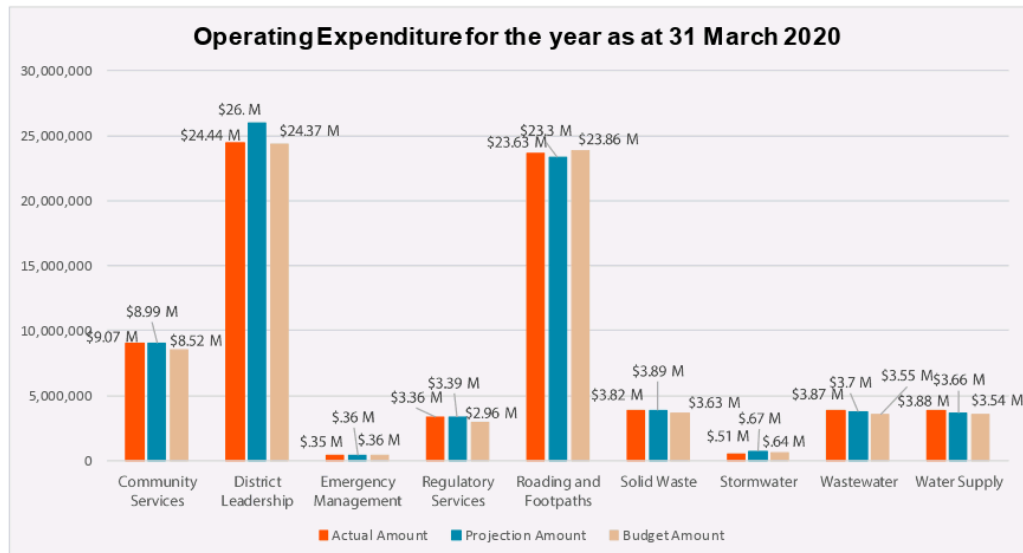
Overall, revenue is generally on track with projection. **Community services** is over projection by \$449,708 (5%) principally due to Council Facilities (\$246,372) and grants and donations (\$213,300) being over projection. Grants and donations is over projection due to the funds received to the Joint Mayoral Fund from ICC for the recent flooding event. Council Facilities is over projection due to proceeds of sales from abandoned land, the proceeds (once rates have been repaid) will be go to Public Trust.

Regulatory Services revenue is \$394,204 (12%) over projection which is due to building income being higher than projected due to an increase in volume.

Roding and footpaths are currently on budget; however it includes \$547K of income from NZTA for emergency works undertaken as a result of the February flooding. District wide roding and transit recoveries are \$373K under projected income principally due to the timing of works causing a delay in the revenue to be received from NZTA.

Expenditure

Operating expenditure is \$1.02M (1%) under projection for the YTD (\$73M actual vs \$74M projection).

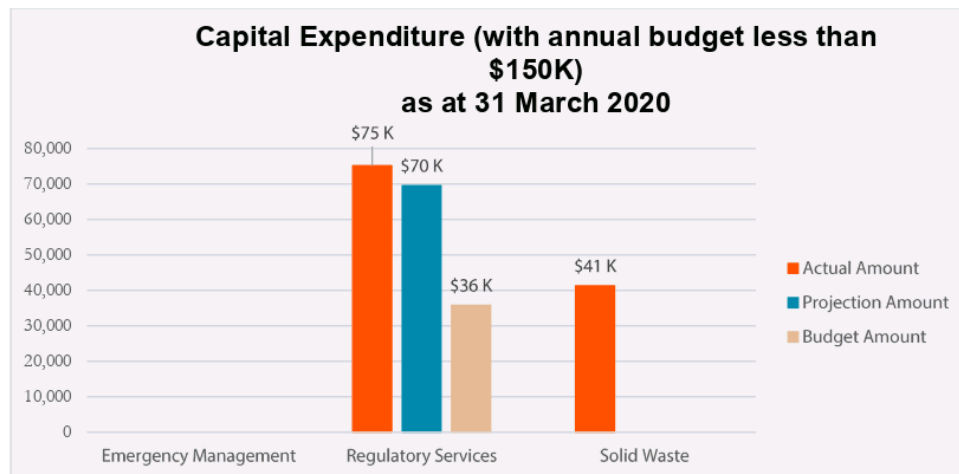


Overall we are tracking well for operating expenditure. The majority of the \$1.02M underspend comes from district leadership activities which is \$1.56M under projected spend.

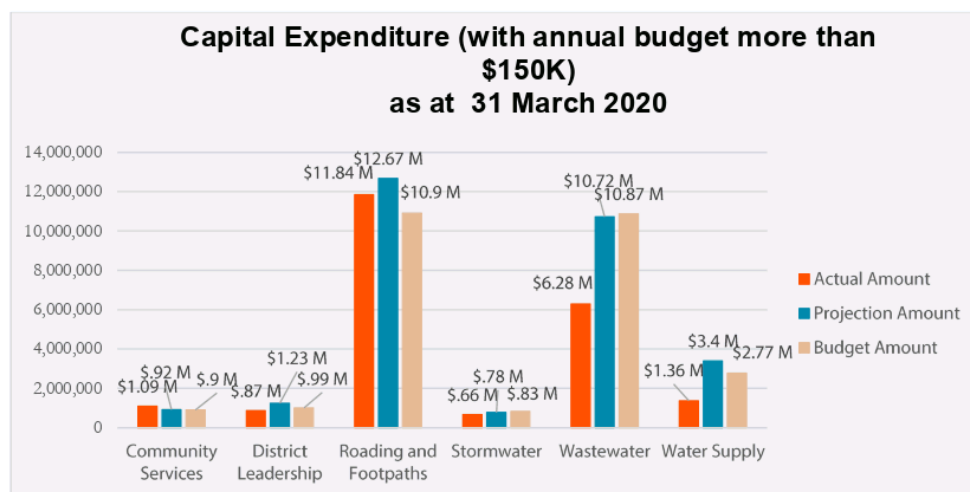
- salaries overall are under projection by \$728,289 (10%). A number of factors play into this figure but it is largely around timing. When we recruit there is often a gap between an employee exiting and a new person starting which can result in an underspend in budgeted wages. Additionally staff will take the opportunity to review position requirements when a vacancy occurs to ensure that we are resourcing appropriately. Generally, for the majority of roles, our recruitment process takes around 10 weeks from the time approval to recruit is given to the person starting.
- Milford opportunities project** is \$593,550 (99%) under projected spend. We have received an invoice which is awaiting payment and there will be significant expenditure before the end of the 2019/2020 financial year which will be covered by the income we receive from the MBIE funding contract.

Capital expenditure (CAPEX)

Capital expenditure is \$7.6M (25%) under projection year to date (\$22.2M actual vs \$29.8M projection).



Solid waste is \$41,246 (100%) over projection due to the additional wheelie bins that have been supplied this year. This has not been budgeted for in the past and will be revisited in the round one of forecasting in 20/21. This cost is currently met from wheelie bin recoveries.



Roading and footpaths are \$824,125 (7%) under YTD projection.

- **roading - district wide** is \$580,927 (5%) under projection with the majority being due to bridge renewals \$633,650 (32%). \$50K of this relates to Mararoa bridge and the remaining is due to initial delays with the bridge design sign-off which have been resolved. Physical construction works have now been delayed due to Covid 19. Minor Improvements is \$592,810 (80%) of under projected spend due to delays with the seal widening project along Fortrose Otara Road. Pavement rehabilitations is \$1.29 million ahead of budget currently. Rehabilitations are being brought

forward from year three of the NZTA programme to avoid the significant increase required in year three to deliver the total three year programme.

- **streetworks** is \$271,972 (40%) under projection which is predominantly made up of three footpath projects. Currently the only hold up with procuring and delivery of these works is Covid19.

Wastewater is \$4,437,945 (41%) under YTD projection, this is largely due to the delay in construction associated with the Te Anau wastewater project consenting and the regional desludging work. Due to the Covid-19 lockdown we are unlikely to complete the desludging work in its entirety this financial year. Te Anau wastewater delays are also unlikely to be recovered. This will be further forecasted through the re-forecast report with limited work expected to be undertaken on the disposal field and membrane filtrations process.

Water supply is \$2,038,472 (60%) under projection. The Otautau watermain will be completed this financial year and has been adjusted in the final round of forecasting to reflect the final predicted position following the tenders coming in under budget. The Covid-19 response has impacted the Quintin Drive watermain renewal in Te Anau which was postponed and suspended the Lumsden watermain renewal work as well. Quintin Drive watermain renewal will begin once we have been given clearance to leave lockdown. This is forecast to be completed this year but may require a budget carry forward into the early parts of the next financial year given the lockdown interruption. Lumsden watermain renewal will resume immediately after lockdown, provided landowner approval for re-entering the site can be obtained.

Council summary report

Southland District Council Financial Summary for the period ending 31 March 2020

Operating Income									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	8,358,951	7,909,243	7,861,847	449,708	6%	11,719,740	11,649,509	(70,231)	(1%)
District Leadership	26,290,840	26,962,704	25,797,567	(671,864)	(2%)	34,864,193	33,357,610	(1,506,583)	(4%)
Emergency Management	350,720	361,372	361,372	(10,652)	(3%)	481,829	481,829	0	0%
Regulatory Services	3,558,526	3,164,321	3,123,100	394,204	12%	4,308,446	4,252,321	(56,125)	(1%)
Roading and Footpaths	22,026,790	22,132,367	21,262,965	(105,577)	(0%)	30,335,405	29,143,773	(1,191,632)	(4%)
Solid Waste	4,083,610	3,924,615	3,924,615	158,995	4%	5,242,541	5,242,541	0	0%
Stormwater	362,002	339,854	339,854	22,148	7%	508,193	508,192	(0)	(0%)
Wastewater	4,258,367	4,224,405	4,224,405	33,962	1%	7,642,920	7,642,920	0	0%
Water Supply	2,898,208	2,913,086	2,909,340	(14,878)	(1%)	3,888,463	3,883,463	(5,000)	(0%)
Total	\$72,188,012	\$71,931,966	\$69,805,065	256,046	(0%)	\$98,991,730	\$96,162,158	(2,829,571)	(3%)
Operating Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	9,065,333	8,994,911	8,512,940	70,422	1%	12,743,301	12,060,483	(682,818)	(5%)
District Leadership	24,435,268	25,999,889	24,265,033	(1,564,620)	(6%)	37,533,587	35,029,140	(2,504,447)	(7%)
Emergency Management	349,331	361,372	361,372	(12,041)	(3%)	481,829	481,829	0	0%
Regulatory Services	3,363,376	3,385,696	2,667,041	(22,320)	(1%)	5,541,353	4,365,134	(1,176,219)	(21%)
Roading and Footpaths	23,632,083	23,302,853	24,197,718	329,230	1%	31,273,169	32,474,106	1,200,937	4%
Solid Waste	3,821,793	3,885,396	3,630,085	(63,603)	(2%)	5,181,552	4,841,070	(340,482)	(7%)
Stormwater	513,740	673,726	643,444	(159,986)	(24%)	889,920	849,921	(39,999)	(4%)
Wastewater	3,873,087	3,695,115	3,548,423	177,972	5%	4,890,359	4,696,217	(194,142)	(4%)
Water Supply	3,884,497	3,664,018	3,539,157	220,479	6%	4,884,202	4,717,760	(166,442)	(3%)
Total	\$72,938,507	\$73,962,975	\$71,365,213	(1,024,468)	(1%)	\$103,419,272	\$99,515,660	(3,903,613)	(4%)
Net Surplus/Deficit	(\$750,495)	(\$2,031,009)	(\$1,560,149)	1,280,514	1%	(\$4,427,543)	(\$3,353,501)	1,074,041	1%
Capital Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	1,087,354	917,780	886,936	169,575	18%	2,479,550	2,396,220	(83,330)	(3%)
District Leadership	865,939	1,233,250	163,778	(367,310)	(30%)	374,189	49,693	(324,496)	(87%)
Emergency Management	-	-	-	0	0%	-	-	0	0%
Regulatory Services	75,142	69,521	27,339	5,621	0%	337,861	132,861	(205,000)	(61%)
Roading and Footpaths	11,844,858	12,668,983	10,920,800	(824,125)	(7%)	17,337,539	14,945,146	(2,392,393)	(14%)
Solid Waste	41,246	-	41,246	-	-	-	-	0	-
Stormwater	656,805	781,032	826,160	(124,227)	(16%)	787,032	832,507	45,475	6%
Wastewater	6,280,696	10,718,641	10,638,590	(4,437,945)	(41%)	14,669,605	14,560,046	(109,559)	(1%)
Water Supply	1,357,577	3,396,048	2,405,207	(2,038,472)	(60%)	4,525,021	3,204,787	(1,320,234)	(29%)
Total	\$22,209,617	\$29,785,255	\$25,868,809	(7,575,638)	(25%)	\$40,510,797	\$36,321,260	(4,389,537)	(11%)

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		

Statement of comprehensive income

Statement of Comprehensive Revenue and Expenses for the period ending 31 March 2020					
	YTD			FYB	
	Actual Amount	Projection Amount	Budget Amount	Projection Amount	Budget Amount
Revenue					
Rates Revenue	36,277,242	36,249,607	36,232,046	48,411,467	48,411,467
Other Revenue	7,915,888	7,378,801	7,041,177	8,372,470	8,372,470
Interest and Dividends	279,334	51,127	51,127	68,170	68,170
NZ Transport Agency Funding	10,319,683	10,671,827	9,775,898	13,575,038	13,129,323
Grants and Subsidies	1,736,087	2,055,568	1,349,109	4,264,406	4,170,975
Other gains/losses	224,356	60,463	35,563	(1,407,317)	(1,447,317)
Development and financial contributions	198,526	11,808	0	383,899	368,155
	56,951,116	56,479,201	54,484,919	73,668,133	73,073,243
Expenditure					
Employee Benefit Expense	10,058,377	10,897,917	10,257,669	13,387,725	13,387,725
Depreciation and Amortisation	17,391,639	17,387,425	17,387,425	23,183,233	23,183,233
Finance Costs	16,096	16,500	16,500	22,000	22,000
Other Council Expenditure	30,235,480	30,208,367	28,355,335	40,558,392	39,833,784
Balance Sheet	0	0	0	0	0
Internal Reconciliations	0	0	0	0	0
	57,701,611	58,510,210	56,016,929	77,151,351	76,426,742
Total Comprehensive Income	(750,495)	(2,031,009)	(1,532,010)	(3,483,218)	(3,353,499)

Note:

The revenue and expenditure in the comprehensive income statement does not reconcile to the total income and total expenditure reported in Council summary report on page 9 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).

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.

Statement of financial position

Council's financial position as at 31 March 2020 is detailed below. The balance sheet below only includes Southland District Council and SIESA financials. This means that the balance sheet for 30 June 2019 differs from the published annual report which includes Venture Southland financials.

SOUTHLAND DISTRICT COUNCIL STATEMENT OF FINANCIAL POSITION as at 31 March 2020

	Actual 31-Mar-20	Actual 30-Jun-19
Equity		
Retained Earnings	717,896,958	718,647,453
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
	1,585,229,603	1,585,980,097
Represented by:		
Current Assets		
Cash and Cash Equivalents	10,724,717	14,911,330
Trade and Other Receivables	7,479,005	11,123,195
Inventories	129,402	129,402
Other Financial Assets	1,321,489	1,508,271
Property, Plant and Equipment	-	-
	19,654,613	27,672,199
Non-Current Assets		
Property, Plant and Equipment	1,562,393,603	1,556,700,350
Intangible Assets	2,400,587	2,565,313
Forestry Assets	11,900,000	11,900,000
Internal Loans	30,069,654	31,315,988
Work in Progress	61,486	772,054
Investment in Associates	970,321	314,495
Other Financial Assets	302,238	302,608
	1,608,097,889	1,603,870,809
TOTAL ASSETS	1,627,752,502	1,631,543,007
Current Liabilities		
Trade and Other Payables	8,481,008	8,358,955
Contract Retentions and Deposits	525,685	451,905
Employee Benefit Liabilities	1,279,611	1,583,186
Development and Financial Contributions	2,126,778	2,112,712
Borrowings	-	1,700,000
Provisions	14,000	14,000
	12,427,082	14,220,759
Non-Current Liabilities		
Employment Benefit Liabilities	18,010	18,010
Provisions	8,152	8,152
Internal Loans - Liability	30,069,654	31,315,988
	30,095,817	31,342,151
TOTAL LIABILITIES	42,522,899	45,562,909
NET ASSETS	1,585,229,603	1,585,980,097

Statement of cash flows

Statement of Cashflows for the period ended March 2020

	2019/2020 YTD Actual
Cash Flows from Operating Activities	
Receipts from rates	37,176,375
Receipts from other revenue (including NZTA)	22,013,847
Cash receipts from Interest and Dividends	279,334
Payment to Suppliers	(29,490,598)
Payment to Employees	(10,361,952)
Interest Paid	(16,096)
GST General Ledger (net)	366,412
Net Cash Inflow (Outflow) from Operating Activities	19,967,322
Cash Flows from Investing Activities	
Receipts from sale of PPE	224,356
(Increase)/Decrease Other Financial Assets	(468,673)
Purchase of property, plant and equipment	(22,374,344)
Purchase of Forestry Assets	-
Purchase of Intangible Assets	164,727
Net Cash Inflow (Outflow) from Investing Activities	(22,453,934)
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	(4,186,613)
Cash and Cash Equivalents at the beginning of the year	14,911,330
Cash and Cash Equivalents at the end of March	10,724,717

Cash and cash equivalents and other financial assets

1. At 31 March 2020, Council had \$8M invested in three term deposits with maturities as follows:

SDC Investments - Term Deposits				
Bank	Amount	Interest Rate	Date Invested	Maturity Date
ANZ	\$ 2,000,000	1.65%	2-Mar-20	19-May-20
WPC	\$ 3,000,000	2.10%	2-Mar-20	18-Jun-20
WPC	\$ 3,000,000	2.07%	28-Feb-20	19-May-20
Total	\$ 8,000,000			

2. At 31 March 2020, SIESA had \$1.57M invested in five term deposits as follows:

SIESA Investments - Term Deposits				
Bank	Amount	Interest Rate	Date Invested	Maturity Date
BNZ	\$ 370,000	2.66%	2-Mar-20	3-Aug-20
BNZ	\$ 200,000	2.58%	2-Dec-19	4-May-20
BNZ	\$ 350,000	2.81%	23-Jan-20	23-Jul-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			

3. Funds on call at 31 March 2020:

Funds on Call				
	Amount	Bank	Account	Interest Rate
SDC	\$ 2,189,689	BNZ	Funds on Call	0.10%
	\$ 10,000	BNZ	Operating Bank Acc	1.00%
	\$ 526,013	BNZ	Restricted Funds Acc	2.90%
SIESA	\$ 167,705	BNZ	Funds on Call	2.90%

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.

Unbudgeted Expenditure - Eftpos Machines

Record No: R/20/5/10949
Author: Jock Hale, Business Solutions Manager
Approved by: Trudie Hurst, Group Manager Customer Delivery

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to seek approval from Council for the unbudgeted expenditure required to purchase 10 new Eftpos machines to replace the current 12 machines that have reached the end of their lease.

Executive Summary

- 2 Council currently leases 12 Eftpos machines from Computer Supplyline on a three-year lease which expired in April 2020.
- 3 A review has been undertaken of the Eftpos machines required and it is intended to reduce the number of machines from 12 to 10. The review also considered whether to continue to purchase the machines or to purchase them outright. This comparison of lease cost versus purchase cost shows that there is a reasonable saving to be made by purchasing new machines.
- 4 The budgets included in both the Annual Plan 2020/20201 and the Long-Term Plan 2018-2028 include an ongoing annual budget for the lease costs. However capital purchase of the machines is not included in the budgets and not part of the delegations provided to the Chief Executive and requires the approval of Council.

Recommendation

That the Council:

- a) **Receives the report titled “Unbudgeted Expenditure - Eftpos Machines” dated 13 May 2020.**
- 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) **Approves the unbudgeted expenditure amount of \$14,750 excluding GST, for the purchase of 10 Eftpos machines, to be funded by a three-year loan, with repayments from existing lease operational budgets.**

Background

- 5 Council has typically leased their Eftpos equipment on a three-year cycle. Currently there is 12 machines due for lease renewal. Six of these machines are standard and six are Bluetooth.
- 6 These machines are distributed across the district with three at Forth Street, two on Stewart Island (office and recycle centre), two in Te Anau (office and library), and one each in Riverton, Otautau, Lumsden, Winton and on the Book bus.
- 7 After looking at the machine distribution it has been determined that the required level of service can be provided with less machines. Two at Forth Street, two on Stewart Island (office and recycle centre), and one each in Te Anau, Riverton, Otautau, Lumsden, Winton and on the Book bus.
- 8 There is a significant cost in administration and interest with the operating lease option being 23.3% higher than purchasing the equipment. There will be an internal interest charge of 4.65% on a three-year internal loan. Other costs will continue to be paid separately under both options.

Issues

- 9 The existing contract to lease 12 machines has expired and needs to be either renewed or replacement equipment purchased.
- 10 The replacement of these machines is timely with the new machines providing the ability for contactless payment which the current equipment cannot provide.

Factors to Consider

Legal and Statutory Requirements

- 11 There are no legal or Statutory requirements

Community Views

- 12 No community views have been specifically sort however the funding has been included in the Long-Term Plan 2018-2028.

Costs and Funding

- 13 The \$14,750 purchase of the 10 machines will be funded by a three-year internal loan. The annual repayments will be \$5,296 per annum.
- 14 The exiting operating lease budgets for the 10 replacement sites is \$9,240. This includes an allowance of approximately \$2,471 for Paymark costs, leaving \$6,768 to fund the loan repayments.
- 15 A new three-year lease for the machines will cost \$18,180 to be paid at \$505 per month.
- 16 Continuing the existing lease of 12 machines will cost \$735 per month.

Policy Implications

- 17 There is no current capital expenditure included within Council's current 2018-2028 Long Term Plan, and this report seeks approval for the unbudgeted expenditure.

Analysis

Options Considered

- 18 The following four options have been considered. Do nothing, cancel lease and return machines, lease 10 new machines and buy 10 new machines.

Analysis of Options

Option 1 – Purchase 10 new Eftpos machines

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• New machines have contactless payment option.• Can continue to use these machines after three years at no cost.• Lowest cost of ownership	<ul style="list-style-type: none">• Purchase must be funded upfront.

Option 2 – Cancel lease and return machines

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• No ongoing costs.	<ul style="list-style-type: none">• Inability to take electronic payments.• Reduction in level of service for the community.

Option 3 – Lease 10 new machines

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Costs are spread over three years.• New machines have contactless payment option.• Machines are replaced every three years	<ul style="list-style-type: none">• Higher total cost.

Option 4 – Do nothing (status quo)

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• None.	<ul style="list-style-type: none">• Higher ongoing costs than other options.• Current machines are unable to be used for contactless payments.• Machines are not under warranty.

Assessment of Significance

- 19 This project is not assessed as significant as per Council's current significance and engagement policy.

Recommended Option

- 20 Option 1 approve unbudgeted expenditure of \$14,750.

Next Steps

- 21 Purchase and install the new machines.

Attachments

There are no attachments for this report.

Shovel Ready Projects

Record No: R/20/5/11180
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To brief Council on the list of projects that were submitted to Crown Infrastructure Partners as part of the Shovel Ready projects initiative.

Executive Summary

- 2 As one of its proposed Covid-19 recovery initiatives the government formed an Industry Reference Group and tasked them with identifying a range of 'shovel ready' infrastructure projects from across the public and private sectors, where these could be repurposed to have a level of public benefit. A request for Council to submit a list of projects was received within a very tight timeframe over the Easter period.
- 3 The projects put forward are being considered in the context of a potential government response to support the construction industry, and to provide certainty on a pipeline of projects to be commenced or re-commenced, once the Covid-19 response level is suitable for construction to proceed.
- 4 This report serves to formally present the list of projects to Council for their endorsement. Any formal decisions on whether to proceed with individual projects will be made if and when proposals are approved.

Recommendation

That the Council:

- a) **Receives the report titled "Shovel Ready Projects" dated 13 May 2020.**
- 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) **Endorse the list of projects submitted for consideration as Shovel Ready projects as outlined in attachment A of the officers report.**

Background

- 5 As one of its proposed Covid-19 recovery initiatives the government formed an Industry Reference Group, working from within Crown Infrastructure Partners, to identify a range of ‘shovel ready’ infrastructure projects from across the public and private sectors, where these could be repurposed to have a level of public benefit.
- 6 The Infrastructure Industry Reference Group (Reference Group), which is being chaired by Mark Binns chair of Crown Infrastructure Partners, is leading this work at the request of Ministers.
- 7 The projects put forward are being considered in the context of a potential government response to support the construction industry, and to provide certainty on a pipeline of projects to be commenced or re-commenced, once the Covid-19 response level is suitable for construction to proceed.
- 8 As part of the process government have indicated that there are four key criteria for projects that are being put forward for consideration. These are:
- **Criteria 1:** the extent to which the project is construction ready now or within a realistic 6 - 12 months - construction readiness
 - **Criteria 2:** the project is of an infrastructure nature, either horizontal or vertical, and that the project is public or regional benefit infrastructure;
 - **Criteria 3:** whether the project is of a size and has material employment benefits (i.e.\$ 10m+)
 - **Criteria 4:** the overall benefits and risks of the project.
- 9 The Reference Group will ‘sort’ through the range of projects submitted and make recommendations to Ministers on projects/programmes that are ready for construction and that could, if the government deemed it appropriate, be deployed as part of a stimulatory package.
- 10 A copy of the list of projects that Council has submitted to the shovel ready process is attached (Attachment A). These range from projects that have already been approved through to projects that will be considered more formally for inclusion in the 2021 Long Term Plan. Projects in the latter category, such as renewal of water mains, are part of our ongoing asset management processes.

Issues

- 11 If any of the projects submitted are approved as part of the central government approval process then Council will need to make a formal decision on whether to support advancing to the next stage with the project. A formal business case/project definition would be developed at that stage to seek a decision from Council.

Factors to Consider

Legal and Statutory Requirements

- 12 Council will need to meet its statutory obligation under the Local Government Act 2002 when considering whether to proceed with individual projects.

- 13 There will be a formal funding agreement put in place between Council and the Crown for any projects that are approved for funding. It can be expected that through this arrangement Council would need to commit to advancing the projects within a tightly defined timeframe and set of parameters.

Community Views

- 14 The extent to which individual projects have been subjected to community consultation varies between the different projects. Some have been through an extensive community consultation process while others would be subject to a more formal community engagement process if and when a decision is made to proceed with the project.
- 15 It is reasonable to expect, however, that the community would expect Council to be giving consideration to opportunities to advance capital works projects to assist with the economic recovery from the effects of Covid-19.

Costs and Funding

- 16 The costs and potential sources of funding for individual projects would be addressed at the time that a proposal was received from central government. It can be expected, however, that government would expect to see a local share being included in the project funding.

Policy Implications

- 17 The list of projects put forward are consistent with Council's asset management policies.
- 18 As can be seen from Attachment A, a number of the projects identified relate to infrastructure deficit issues that are to be considered further by Council as part of the 2021 LTP. As such they represent a replacement of existing assets to ensure continuity of existing service levels and the availability of the shovel ready project process provided an opportunity to potentially obtain support for projects that would otherwise need to be funded by Council.

Analysis

Options Considered

- 19 Under option 1, Council would simply endorse the list of projects that have been submitted and note that they would make a formal decision on whether to proceed with an individual project if and when government presents a proposal for consideration.
- 20 Under option 2 Council would not take any action at this time.

Analysis of Options

Option 1 – Endorse Project List

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• acknowledges that Council sees benefit in considering advancement of projects that would have the benefit of stimulating the local economy.• Council would be indicating that it sees merit in considering the list of projects that have been put forward.• cost of advancing projects could be reduced if government do agree to provide assistance.• allows staff to do initial work on consideration of these projects.	<ul style="list-style-type: none">• likely that a local share will be needed and in some cases this may need to be incurred earlier than it otherwise would have been.

Option 2 – Do nothing

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council does not make any commitments at this stage.	<ul style="list-style-type: none">• decisions on whether to support projects that may be supported may need to occur within very tight timeframes.

Assessment of Significance

- 21 A decision in accordance with the recommendations is considered not significant. Council is not being asked to make any formal decisions on whether to approve individual projects at this stage.

Recommended Option

- 22 It is recommended that Council adopt option 1 and endorse the list of projects submitted.

Next Steps

- 23 Council would await feedback from the government as to whether of its projects submitted are proposed to be approved.

Attachments

- A Shovel Ready Project List [↓](#)

Shovel ready projects list

May 2020

PROJECT	DESCRIPTION	TOTAL COST \$	FUNDING
REGIONAL BRIDGE REPLACEMENT PACKAGE	The Southland District has the second largest local roading network in New Zealand. This network contains almost 900 bridges. Close to 200 of these bridges require replacement within the next 10-years. Given that a large number of these are single span bridges, they lend themselves to bundling into design/build packages. Given the reliance on the agriculture industry in Southland, the roading network is critical to our regional economy.	9.8m	These bridges are not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.
10.9KMS OF ROAD REHABILITATION PACKAGE	The Southland District has the second largest local roading network in New Zealand. This network is an aged network with a significant volume of pavement due for replacement within the next 10-years. Given the reliance on the agriculture industry in Southland, the roading network is critical to our regional economy.	4.1m	This additional rehabilitation scope is not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.
37KMS OF WATER SUPPLY RETICULATION RENEWAL	Southland District maintains 10 drinking water systems and 13 rural water schemes. A significant quantum of the reticulation is Asbestos Cement pipe nearing replacement. This package of work identifies 37kms of AC watermain able to be accelerated to market with ease.	19.3m	These renewals are not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.
1.7KMS OF WASTE WATER RETICULATION RENEWAL PACKAGE	Southland District Council maintains 19 wastewater systems across the district. This project identifies 1.7kms of reticulation requiring replacement, and able to be accelerated to market with ease.	3.8m	These renewals are not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.
9.9 KMS OF STOWM WATER RETICULATION RENEWAL PACKAGE	Southland District Council maintains 22 Stormwater networks across the district. This project identifies 9.9kms of stormwater reticulation requiring replacement and able to be accelerated to market with ease.	17.8m	These renewals are not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.

PROJECT	DESCRIPTION	TOTAL COST \$	FUNDING
TE ANAU WASTE WATER MEMBRANE FILTRATION PLANT	Construction of new Membrane plant at Te Anau waste water facility and one of the first waste water treatment plants in NZ that will be fully disposal to land, current project shortfall of \$5m and project is ready to issue a Construction Contract following an already completed procurement process with consents in place	10.0m	The Membrane Filter forms part of a larger Wastewater project in Te Anau, which has been approved by Council. The project is ready to deliver and work could commence immediately.
ULVA ISLAND JETTY REPLACEMENT	The Ulva Island jetty has reached its end of life and is due for replacement. This critical and expensive infrastructure services the local, commercial, recreational and tourism needs of the Stewart Island community.	1.8m	This project was going to be an application to MBIE through a TIF application. This would be co-funded by the community through a loan that they were proposing to repay using the funds from the Stewart Island Visitor Levy.
GOLDEN BAY WHARF REPLACEMENT	The Golden Bay Wharf has reached its end of life and is due for replacement. This critical and expensive infrastructure services the local, commercial, recreational and tourism needs of the Stewart Island community.	5.3m	This project was going to be an application to MBIE through a TIF application. This would be co-funded by the community through a loan that they were proposing to repay using the funds from the Stewart Island Visitor Levy.
MONOWAI SUSPENSION BRIDGE	Replace the suspension bridge on Lake Monowai Road as this existing bridge has weight restrictions and it is the only access to the Monowai community.	10m	This bridge replacement is not funded in the current 2018 LTP but would have formed part of the 2021 LTP - The work is able to be accelerated with funding assistance.

Management Report

Record No: R/20/4/10211
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☐ Decision

☐ Recommendation

☒ Information

Chief Executive

Covid-19

1. Council has continued to manage its response to the Covid-19 pandemic. From an organisational operations perspective all staff have continued to work from home where practical for the period of the alert level 4 lockdown. With the move to alert level 3 there has also been the ability to start the delivery of a number of field based services. As indicated previously, it will take time for the relevant contractors and staff to 'catch-up' on the backlog of work that has not been able to be progressed during the alert level 4 lockdown period.
2. In the current environment it is also expected that there will be a number of ratepayers who may experience problems with paying rates or other Council fees and charges for different services provided. There are a wide range of alternative payment and or rates postponement options that can be put in place under existing policy settings. Hence, ratepayers are encouraged to contact rating or customer support staff who are able to discuss a range of options that might work best for each individual's set of circumstances.
3. Below is a table provided by Emergency Management Southland that shows the total number of calls they have received for the region and District broken down into categories.

	Southland- District-total	Regional- total	Total-Southland-as-a- %-of-all-requests- seeking-this-type-of- assistance
Finance	18	78	23%
Medicine	10	35	29%
Accommodation	5	36	14%
Food	43	219	20%
Psychosocial	8	21	38%
Animal-welfare	5	36	14%
Other	5	41	12%

Water Management

4. The Office of the Auditor General (OAG) has recently released a report, **Reflecting on our work about water management**, which provides a summary of the lessons to be learnt from the work that the office has completed in recent years to review the management of freshwater

and the delivery of 3 waters services. A copy of the report is available on the OAG website (<https://oag.parliament.nz/2020/water-management>).

5. The report notes that while there is some good work being done, not all of the elements they see as being needed to build an effective system are in place. There was not clear agreement across central and local government about the vision for New Zealand's water resources or the goals that need to be achieved to realise that vision.
6. The lack of clarity about what the issues are, how to address them, and who will deliver the required programmes of work increases the risk that public organisations are not directing their efforts towards the same outcomes. It also notes that the understanding that public entities have of water resources and water assets needs to improve and there is also a need for greater national leadership.

Infrastructure Commission

7. The Infrastructure Commission is a new crown owned entity tasked with providing advice to government on how it can deliver a 'step change' in New Zealand's planning and delivery of infrastructure, its systems and settings. A significant part of the policy work needed to identify the changes needed will be outlined in a New Zealand 30 year infrastructure strategy, which the commission is tasked with developing by September 2021.
8. The commission will be looking to engage with the local government sector as it progresses development of the strategy over the next 18 months. This will include a series of regional workshops in the third quarter of 2020.

Waste Management

9. Work is underway at a national level to investigate opportunities to implement a standardised national approach to kerbside recycling and residual waste collection.
10. The aim of this work is to identify how standardising recycling can contribute to higher quality recyclable materials via reduced contamination. In addition, kerbside collections of residual rubbish and organic waste will be considered as part of the project. There will be a level of engagement with local authorities and contractors directly involved with the delivery of these services before a report is finalised.
11. The Government is also considering the implementation of amendments to the Basel Convention to better manage the international trade in plastic waste (Basel Amendment). These amendments would be introduced via new regulations and require that permits for importation of export waste would require a permit from the Environmental Protection Authority (EPA) as well as the receiving country.
12. The amendments will bring a degree of added complexity to the export of recycled plastics from New Zealand that has not existed in the past.

Greenhouse Gas Inventory

13. The Ministry for the Environment (MFE) have recently released a new Greenhouse Gas Inventory report which provides an updated stocktake on New Zealand's total emissions. A copy

of the report is available on the MFE website (www.mfe.govt.nz/publications/climate-change/new-zealands-greenhouse-gas-inventory-1990-2018).

14. The agriculture and energy sectors contributed the most to New Zealand's emissions at 47.8 per cent and 40.5 per cent of gross emissions in 2018, respectively. Emissions from road transport made up 19.1 per cent of gross emissions.
15. New Zealand's gross emissions have increased by 24 per cent (15,271 kt CO₂-e) since 1990. The five emission sources that contributed the most to this increase were:
 - methane from dairy cattle
 - fuel use in road transport (carbon dioxide)
 - agricultural soils, from increased fertiliser use (nitrous oxide)
 - industrial and household refrigeration and air-conditioning systems from increased use of hydro fluorocarbon - based refrigerants that replaced ozone depleting substances (fluorinated gases)
 - fuel use in manufacturing industries and construction from increased production due to economic growth (carbon dioxide).

Resource Management Amendment Bill

16. The Environment Select Committee have recently reported back to Parliament on the Resource Management Amendment Bill, which aims to reduce complexity and improve environmental outcomes before more comprehensive changes to the Resource Management system are considered following the Resource Management Review Panel's recommendations later this year.
17. The Bill will introduce a new planning process for regional plan changes to support the delivery of the Government's Essential Freshwater programme, as indicated during the Action for Healthy Waterways consultation last year. This is expected to assist regional councils to protect rivers, lakes and aquifers from pollution, by getting new water quality standards in place years earlier than they otherwise would be. The Select Committee has proposed some technical amendments to this process in light of submissions.
18. Changes are also proposed in the Bill to enable local government decision makers to consider climate change mitigation under the Resource Management Act (RMA). These amendments will:
 - formally link the Climate Change Response (Zero Carbon) Amendment Act 2019 (ZCA) and the RMA by including emissions reduction plans and national adaptation plans under the ZCA, once these are in place, in the lists of matters councils must have regard to when making regional plans, regional policy statements and district plans (sections 61, 66 and 74), and
 - repeal the sections (70A, 70B, 104E and 104F) of the RMA that prohibit local authorities from considering emissions.
19. The above changes are proposed to come into force on 31 December 2021, to align with the publication of the first emissions reduction plan.

20. The Ministry for the Environment will begin scoping national direction (such as national environmental standard and/or national policy statement) to support implementation of these changes. In the meantime, the statutory barriers to considering climate change mitigation will not apply to decision-makers on matters called in as proposals of national significance.

Auditor-General Annual Plan

21. Each year the Auditor-General prepares an Annual Plan outlining his proposed priority work areas for the upcoming financial year. He has recently released a draft of his proposed 2020/21 Annual Plan, a copy of which is available on the OAG website (<https://oag.parliament.nz/2020/draft-annual-plan>).
22. The work programme included in it proposes that his office will look at issues relating to the work of the broader public sector on improving the lives of New Zealanders, including examination of how well the system is working as a whole in addressing issues such as family violence, improving outcomes in housing, health, and education, resilience to climate change, and investment in infrastructure.
23. They also intend to progress work on looking at the overall performance of the public sector as a whole. This stream of work will place a particular focus on the implementation of a well-being focus and how this contributes to sustainable development, resilience and climate change, integrity in public organisations, procurement and investment in infrastructure. All of these issues are of direct relevance to local government and will include targeted reviews with selected local authorities as case studies.
24. In addition the Auditor-General is also proposing that his office will look at developing an understanding of the impacts of, and how the public sector is responding to, Covid-19.

Group Manager's Update

25. Unfortunately, due to the lockdown requirements, the Predator Free Rakiura project had to cancel its annual two day workshop which was planned in April. The indicative business case continues to be worked on even though this is at a slower rate than anticipated.
26. Covid-19 has also had a minor impact on the Stewart Island relocation of exhibits to the new museum site. As soon as the lockdown was reduced to level 3, this work was reactivated promptly in the hope to bring the project back on target.
27. The emergency management centre has been activated to support central government with the Covid-19 response. A number of Council staff have continued to provide support including Marcus Roy who has been assisting nearly full-time as a controller. This has impacted on the planning team resources during April so to assist our senior policy planner stepped into the role as acting team leader resulting in a slight delay in Council finalising the Dark Skies plan change for Stewart Island.

Building

28. We've been hearing a lot of frustration in the building community as work resumed under alert level 3. There's been an expectation that our building team would have been able to deal with

consent applications as fast as they came in. We've done our best, but the reality is we're up against it at the moment.

29. In the first week of alert level 3 we received 122 Covid-19 building site safety plans to assess, along with the inspection bookings. This is a lot of extra administration to absorb into our small team.
30. We have a reduced workforce of building inspectors. Some of our team members are vulnerable and cannot be exposed to the risk of contracting the virus. This takes them off the road. We also have contractors outside the region we would normally call on at pinch times such as this but they can't do the work for us because of the restriction on inter-regional travel.
31. Because of the extra layer of communication relating to health and safety before an inspector can set foot on to site, we're down from an average five or six inspections per inspector per day, to just four. We've had to introduce new systems and commit staff from within our small team to book inspections. Our existing system wasn't set up for the additional administration of dealing with health and safety site plans.
32. Our new GoGET software, which allows our inspectors to process consent applications online, went live in the first week of May. In normal times this would be a tremendous help to us speeding up processing consents, but these aren't normal times. It will take a few weeks for our team to become familiar with the system when they are already feeling pressure to carry out more inspections.
33. Our inspectors are working long hours trying to meet customer expectations, and this is not sustainable. We are looking at a number of ways to fill this resource gap.

Resource Consents and Policy

34. Covid-19 has not noticeably affected incoming workloads. Incoming resource consent applications remain consistent with pre-Covid levels and if anything the volume of incoming building consents and customer enquiries have increased during lockdown. There has also been a vacancy within the team which has impacted on getting consents issued within timeframes.
35. **Dark Skies Plan Change for Rakiura** – The hearing for the Council initiated plan change was held on 12 February and a decision is anticipated within the next few weeks. The change to the District Plan was sought to create rules around future artificial lighting on Rakiura in order to maintain the existing high quality of the night sky. A total of seven submissions were received on the plan change.
36. Up until the alert level 4 restrictions coming into force, ongoing policy focused work was occurring on the regional work streams for Climate Change, Biodiversity, Landscapes and Natural Character. It is unclear, in a national space, what impact the Covid-19 pandemic will have on anticipated national direction as government was signalling significant changes were going to be gazetted prior to the election. It is expected that some of the anticipated changes may get delayed or reprioritised. The majority of Council's policy work in this space still needs to progress due to it already being a legislative requirement but the timeframe to deliver may vary.
37. Three Council staff (Jenny Green, Rebecca Blyth and Marcus Roy) and two Councillors (Cr Menzies and Cr Ruddenklau) attended and completed the "making good decisions" training

which makes them all Commissioners and able to sit on panels for resource management decision making. Particular congratulations needs to go to the two Councillors who had no prior background in resource management decision making. Their initial disadvantage had to be overcome by hard work and persistence.

38. Council was part of the territorial authority 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. Consultation on the NPS for Indigenous Biodiversity closed in March 2020. Council submitted stating that in its view, achieving the requirements of the Statement will require a significant body of work identifying potentially Significant Natural Areas, mapping them and revising rules within the District Plan to protect and enhance them. It is anticipated that there will be a significant cost associated with this. There is estimated to be 1.7 million hectares of potentially significant biodiversity which equates to 57% of our district. Approximately, 94,000ha of this area is indicated to be on private land. Council has provided input into the LGNZ submission and SDC is one of the case study councils forming part of that submission. It was anticipated that the National Policy Statement will be gazetted prior to the general election in September but this may change now the country is dealing with Covid-19.
39. Resource consent data for previous few months:
- February – 21 applications received, 19 decisions issued.
 - March – 22 applications received, 23 decisions issued.
 - April - 24 applications received, 14 decisions issued.

Environmental Health

Dog Control

40. Staff approached Gore District and Invercargill City Councils suggesting a shared communications campaign for this year's dog registration renewals in June. They agreed, and this is hoped to give all three Councils better coverage for money spent, along with ensuring alignment for due dates.
41. The software module to allow new dogs to be registered online went live. This means that all dog registration matters can now be done using Council's website. This includes renewing registrations, and notifying changes to dog details. Staff will be heavily promoting online registrations during the busy June/July dog registration renewal period, and hope to see a marked increase in the number of dog owners registering online during this time.

Environmental Health

42. Staff are proceeding with implementation of a new system from Datacom, that permits food verifications to be conducted on a tablet, using software that is being used by a number of councils in New Zealand, the closest being Dunedin. Benefits include efficiency, consistency among Council's verifiers and also with other councils, increased quality, and the ability to upload verifications automatically to the Ministry of Primary Industries portal.

Predator Free Rakiura

43. A new website has been produced (<http://www.predatorfreerakiura.org.nz>) which will be launched to the public later in May. A launch resource pack will be provided to Council to enable promotion through its channels.

Customer Delivery

Group Manager's Update

44. The past month has demonstrated the customer delivery group is committed to supporting our customers and colleagues to succeed no matter the circumstances. From the implementation of new systems, continued access to our 0800 service, direct community engagement via our District customer support staff and access to records and information, I have nothing but praise for my team and their resilience. Their efforts, and those of all our colleagues throughout the organisation, mean we have continued to work as efficiently as we can with minimal disruption for our customers.

Customer Support

45. At alert level 3 we moved some call centre staff back to the office. The call centre is currently being managed across the staff in the office and staff working from home. There has been a significant increase in call numbers at level 3; this is mainly due to the construction industry going back to work and the final rates instalment for the financial year due. Planning for working at alert level 2 continues.

Libraries

46. During the lockdown, staff who normally work in our district libraries have been busy finding new ways to reach out to our customers. Part of the team have spent many hours on the phone calling our regular and elderly borrowers to check in on them and inform them about our online services. This creates an opportunity for members of our community to get help from our staff if they have been experiencing issues accessing one of our electronic resources or experiencing other technical issues.
47. We have been busy increasing our eBook and eAudio collections to give our borrowers enough variety to access from the safety of their homes. Due to this we have experienced a large increase in new registered users for our electronic resources.
48. Preparations have been worked on during the lockdown to ready our library team for offering new types of services to the public once it is safe to do so. Our team has been busy laying the ground work for home delivery and click and collect services.
49. District based customer support staff have also been updating customer contact details and reconciling borrower records. Courtesy calls to our borrowers has instigated conversations with those wishing to move to direct debit payments for rates, and identified vulnerable patrons who require home delivery assistance.
50. Our interments team has received a steady number of interments throughout our District that required stringent compliance with Covid-19 regulations and liaison with funeral homes and contractors.

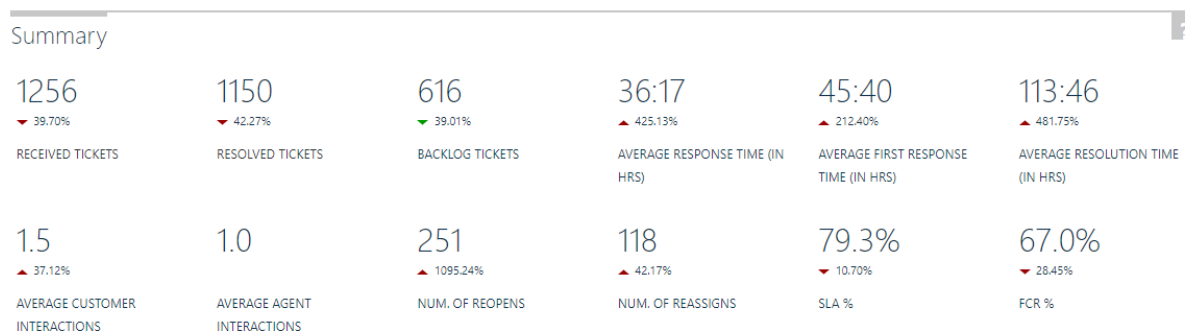
Knowledge Management

51. After a flurry of activity prior to moving into alert level 4, minimal LIM applications and property file requests were received during alert level 4. With the move to alert level 3 there has been an increase in LIM applications and property file requests, although not back to pre-lockdown levels. The majority of knowledge management activities continue to be managed by staff working from home with one staff member going into the office twice a week to process inwards mail and scanning activities.

Business Solutions

52. The last two months have been busy supporting staff in their new home working environments, while also support business as usual. This can be seen in the increased number of Service desk tickets.

Service Desk: 1 Mar 2020 – 29 April 2020



53. The team is also working on several projects to prepare for moving to a more modern working environment and providing more online services for our customers. We are using Trello boards to keep track of all our current and future projects, which has increased visibility of where we are and what needs to happen to move forward.
54. The GoGet project is nearing completion with user testing and training almost completed and the go live date of 6 May. The building team have completed testing the software to identify and address potential issues prior to it going live.
55. The end-user equipment required for us to move to a fat client environment has been finalised and most of this equipment will be available for deployment in May. During the lockdown we have been able to actively test how this new fat environment will work in real life with several users successfully working outside the Citrix environment. We also finished creating the new PDQ deployment package which allowed us to remotely build 30 new laptops in five hours, a task that would normally take days.
56. The team has also been busy preparing for the Pathway server migration from ICC to SDC. This is a major undertaking as it affects most areas of the business and we have been working through all of the moving parts to ensure a smooth transition. This migration will need to be completed prior to going live with Pathway-RM8 integrations due to a software incompatibility issue with our current ICC hosted Pathway server.

- 57. The team also deployed some new online services in the form of CityWatch, and the ePathway “new dog registration” function. Both have been done as a soft launch to enable us to better manage and respond to any issues.
- 58. The new Infor ION integration software has been successfully setup in a test environment and we will begin training the team on how to configure IPS – Pathway integrations before deploying into the live environment.

Community and Futures Group

Communications and Engagement

- 59. The team created a Southland Anzac Tributes page on Facebook to enable people to share stories about their family members who went to war. There was a good uptake of this, with several stories shared and 334 people liking the page. The page will stay open.

Governance and Democracy

- 60. Council and committees of Council have successfully met via Zoom throughout alert levels 4 and 3. All meetings have been recorded and streamed live to ensure that Council meets its legislative requirements under the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987.
- 61. Staff are currently undertaking a review of the InfoCouncil report template that forms the basis for all reports to Council, committees and community boards. The purpose of this review is to ensure that the reports presented to Council are structured in an appropriate way, and include the information needed for Council to make informed decision making. This review will consider how to appropriately ensure the four wellbeing’s are reflected in report writing to assist in decision making, as well as consideration of greater risk analysis and other key areas.

Community Leadership

- 62. Over the last month the team has continued to carry out a mixture of business as usual tasks and tasks related specifically to the Covid-19 outbreak.
- 63. Continuing to build on and develop relationships with our communities and key stakeholders has remained a key focus which the majority of community boards having “met” via Zoom during this period. The team have also maintained regular contact with EMS, Great South, MBIE, DIA, Public Health South, Immigration New Zealand and community funders to name but a few.
- 64. The community leadership team has also been undertaking research on the concept of “community-led recovery” in response to Covid-19 and its impacts on Southland District. This research has included (but is not limited to) reading widely, taking part in webinars, media watch and reviewing recovery scenarios from other large disruptors such as the Canterbury earthquakes.
- 65. It should be noted that community-led recovery focuses on building capacity in communities and supporting them to make the best decisions in relation to recovery. This contrasts with traditional disaster recovery models which are often a top-down government driven “cookie-cutter” approach to recovery in its communities.

66. Community-led recovery is a concept that directly follows on from the community-led development approach that Council has previously endorsed and the community leadership team has been diligently working to implement it across the District.
67. During the period of alert levels 4 and 3 the team have been engaging regularly with community boards, councillors, internal and external stakeholders in order to understand the current situation with regards to the impacts of Covid-19 locally, at a Southland District level, regionally, nationally and internationally.
68. Another key aspect of this work will be around the development of a community recovery taskforce which will aim to link a District overarching approach with the local community led approaches that we are seeing develop.

Rates Relief

69. The team is also scoping a project looking at options available for providing guidance and support to ratepayers who might be struggling to pay their rates due to the effects of Covid-19. This will involve working internally with finance, communications and customer support teams to determine options available and to streamline processes.
70. It is also intended to seek information and work collaboratively with external organisations such as Age Concern, community workers, Citizens Advice Bureau, Rural Support Trust and other social agencies who are also able to provide support services to the community.

Milford Opportunities Project

71. The Milford Opportunities Project Governance Group met formally for the first time in April via Zoom. The master plan development team lead by a partnership between Stantec and Boffa Miskell have been working to establish baseline information for all the work streams and are about to get involved in the engagement process that is being set up with reference groups.
72. Covid-19 has had a significant impact in terms of being able to have the face to face type of engagement that was originally anticipated, but the project team is working around this. To date, most of the people involved in the tourism industry that have been approached to participate in the project have been keen to be involved.

Stewart Island Rakiura Future Opportunities Project

73. Due to Covid -19, this project has been unable to meet the original objectives and timelines agreed with MBIE. MBIE have agreed that the final report will be submitted by the end of June instead of May.
74. As the community meeting planned for March was cancelled, formation of work groups has not gone ahead. MBIE are comfortable with the approach we are taking and accept that the final outcomes may change from what was originally intended.
75. Our consultant, Sandra James has continued to work remotely with Future Rakiura and has developed a road map which will assist the group going forward after Sandra finishes working with them at the end of May. The road map is essentially a suggested action plan for the next three months. It includes a “Restart Rakiura” objective, post Covid-19 to manage growth and a

sustainable future for Stewart Island Rakiura incorporating economic, cultural, social and environmental aspirations.

Community Board Plans

76. Work on the development of the plans is ongoing with several sitting with the communications team so they can commence work on the design layout. Several boards have also indicated they wish to do more engagement across their areas prior to the actions being finalised.
77. The vision and outcomes for all boards have been agreed upon and were shared with councillors at the recent community and strategy meeting. The vision and outcomes will also be used in the development of the 2021-2031 Long Term Plan.

Community Partnership Fund

78. Staff continue to work alongside the nine community boards to establish criteria for the distribution of the Community Partnership Fund. Each board will set their own criteria in line with the guiding principles of the fund. Most have done this but some have been delayed due to workshops being cancelled during the lockdown. The fund will commence 1 July 2020. Staff are currently working with the communications team on a plan to distribute information about the fund in each community board area.

Strategy and Policy

79. Staff have prepared draft research reports around Covid-19 specific priority work. This will be presented to the executive leadership team in May and then to Council as soon as practicable following. The research includes analysis and assessment including a District wellbeing scan, district assessment of the regional destination strategy, analysis of the significant forecasting assumptions, and the principles that may determine if and/or why reprioritisation of work streams could be considered.
80. Staff have taken a broader whole of District perspective, as well as specifically seeking input from Council's community leadership team to ensure that specific community and localised issues are taken into consideration. This research will help inform some of the short to medium term issues that may face the District following Covid-19, alongside ensuring the focus on Councils long term vision and broader strategic direction is maintained.
81. The Annual Plan draft is near completion and will be presented to Council at 23 June 2020 for adoption. As Council is not consulting on the 2020/2021 Annual Plan, an information booklet has been distributed and made available throughout the District via electronic means. Members of the public are encouraged to provide feedback either in person, or through social media platforms to Council.
82. The Speed Limits Bylaw, due for deliberation in April, was delayed and will be presented to Council for deliberation at 20 May 2020 Council meeting. Staff are also seeking a decision at this meeting as to whether Council wishes to re-consult on the Keeping of Animals, Poultry and Bees Bylaw, as the consultation period extended over the Covid-19 alert level four period.

Covid -19 Incident Management Team

- 83. The Incident Management Team (IMT) continues to provide oversight and an adaptive leadership role for the organisation as a response to the Covid-19 pandemic.
- 84. As New Zealand moved from alert level 4 to alert level 3 the IMT developed a set of SDC principles which aligned to the NZ Government range of measures for alert level 3. These SDC principles were then applied by the activity managers and service delivery managers to support the approach for the implementation of the services delivered by Council. This approach and process will be replicated when it is confirmed New Zealand moves out of alert level 3.
- 85. It is recognised that Council's day to day work continues to be the responsibility of the activity managers and relevant group manager. The group manager highlights any issues and potential risks to Council as a result of Covid-19 to the IMT through a twice weekly SitRep.
- 86. The IMT currently meets twice weekly. The frequency of meetings has reduced from meeting daily as the organisation has adapted to the situation and new way of working.
- 87. The IMT continues to also focus its efforts on ensuring the lines of communication – internally and externally – are as clear as possible. Again as the situation has evolved the chief executive's internal staff emails and elected members emails are now distributed weekly. These continue to be well received and support the positive messaging and creation of a positive environment for staff and our communities.

Services and Assets

Group Manager's Update

- 88. The Services and Assets group continues to operate well through the Covid-19 alert levels. The Group is working to determine how the transition between each of the levels is best undertaken with appropriate protocols and practices in a bid to ensure redundancy and resilience in the provision of these services.
- 89. Daily communication and coordination with Council's incident management team is ongoing. Further, lifeline coordination with EMS has also been activated to ensure Regional oversight and support is assured.
- 90. The wider group activities continue with slight amendments to business as usual activities. The teams are using this time as an opportunity to get ahead with Activity Management Planning and Infrastructure Strategy development in the lead up to the LTP 2031. Further, there is also a focus on understanding the contractual impact for each project associated with the capital works programme.

Stewart Island Electrical Supply Authority (SIESA)

- 91. SIESA is considered an essential service. PowerNet implemented their business continuity planning protocols over this time which involve the separation of critical island-based staff to ensure continuity of service provision is assured. This continues into Alert level 3. Further, mainland-based PowerNet resources have been identified if determined necessary to assist.

92. SIESA's diesel supplier Allied Petroleum was reached for comment and confirmed that their contractor Rakiura Shipping has contingency plans and backup options in place if required. To date, fuel supply has continued uninterrupted. The replacement of the failed alternator on generator 5 is in progress.

Forestry (IFS)

93. Forestry services are not considered an essential service. As such, the maintenance of the Council forestry portfolio was put on hold through the Covid-19 lockdown period. Under Alert level 3, onsite operations have resumed. The bulk of remaining work for the 19/20 financial year is completing pruning and thinning operations in Gowan Hills before planting starts in early June.

Around the Mountains Cycle Trail

94. Notifications, including online, have been updated consistent with Alert level 3 requirements. This allows for exercise within local area. Two applications have been lodged which cover funding of repairs relating to the February flood event and funding of the cycle trail manager position.

Te Anau Manapouri Airport

95. The Te Anau Manapouri airport has been closed to larger aircraft and a NOTAM has been issued indicating that the airport will continue to operate as an unmanned aerodrome only over the Covid-19 lockdown period. Emergency services have been notified and the (usually site based) operations manager will continue to monitor activity from home. Several flights related to freight of essential goods have occurred and on these occasions the operations manager was authorised to attend the airport to fulfil responsibilities related to these operations. This activity is expected to continue.

Property

96. Operating with team at home to an acceptable level of success. The use of regular zoom meetings is working well in the continued ability to discuss and resolve issues as well as allowing out of bubble conversations to help offset some of the negative aspects of the lockdown. Document scanning and executions are being worked around to achieve outcomes when required.
97. With the limited ability to travel, property inspections, onsite meetings and issues associated with changing tenancies are being impacted however these will be resolved over time once these rules move to a more relaxed position.
98. Some requests for rent relief, to recognise the impacts of Covid-19, have been received and processed with the individual arrangements to be reviewed at the end of August.
99. The initial issues with no families at cemeteries has limited resolution at level 3 of up to 10 people being allowed.

Strategic Water and Waste

100. Daily Zoom meetings now becoming more stable after a couple of connectivity issues. Plan to continue these daily through lockdown. Feedback from the team is positive especially since newer members are also now on board.
101. Remote working largely going well despite constraints around printing, scanning etc.
102. Daily zoom meetings with WasteNet team to ensure solid waste collections continue as critical service. Transfer stations are now open under level 3 albeit on a limited basis to begin with. This will be reviewed and amended accordingly if demand exceeds capacity.
103. The team are also supporting the team on Stewart Island and ensuring they have sufficient and appropriate resources and PPE to continue their services.
104. Water and wastewater team along with Downer developed a continuity plan with Downer and have identified a range of critical tasks that have been prioritised over the business as usual type tasks. With the move to alert level 3 the team is also reviewing the capital works programme with a view to restarting certain projects.
105. SCADA availability and continuity identified as most essential resource to allow staff and Downer to manage and operate our networks and treatment plants.

Project Delivery Team

106. Despite the lockdown the PDT team has been very busy, firstly shutting down sites and making them safe but now with the restart and getting contractors and suppliers up to speed with level 3 and 2 requirements, along with dealing with the then contractual matters associated with Covid - 19 and looking at what projects can start or advance has been a big piece of work.
107. All PDT team members have also been helping other teams with burials, building consents and as-builts during the lockdown
108. As of level 3 all major projects have recommenced including the bridge replacements, Otautau watermain, Te Anau pipeline and the tower block reroof.
109. The team's focus will also be to start looking at the 20-21 works programme.

Community Facilities

110. The community facilities team has all, bar one, been working from home through the lock-down period. The availability of toilets, community housing and cemetery services are all deemed essential services. These services have been supervised by the contract managers with the assistance of Graeme Hall. Graeme has been our eyes and ears out in the District, staying in touch with our community housing tenants, checking Council's facilities and making sure that those who are working have the appropriate PPE.
111. The community taskforce team has not been able to work in the field under level 4 but were available as back up to our toilet cleaners if our contractors were no longer able to provide this service. The team is now able to undertake work under level 3.
112. The team went into lock-down with a plan to work on projects that had been put on the back burner while they were deep in the operational side of their roles. The reality is that with the

rapidly evolving environment of the covid-19 issue they have spent more time responding to issues that have come through from IMT. The change in working environment has also impacted on their ability to function with an increase in email correspondence and technology issues definitely having an impact on their ability to work efficiently.

113. There has been a big piece of work done in conjunction with the commercial infrastructure team to get the tender documents for the cleaning contracts ready to go out to the market. This is the culmination of a big piece of work under the guise of the Section 17A review for community facilities.
114. Staff are now working with our contractors and making sure that they are working within the guidelines of level 3 and looking at how the team will operate once we move into level 2.
115. The transport team are still predominantly working from home and are reasonably well setup for this. The roading contract managers have been Council's main eyes and ears on the network. Overall the roading network has held up well during level 4 lockdown despite continued heavy vehicle activity such as milk collection.
116. With the move to level 3 all the roading alliance maintenance contractors have largely resumed normal operation with the appropriate safe work practise in place.
117. The move to level 3 has also allowed for some other operation to commence such as the posted bridge inspection and engineering survey and design of the 2020/21 pavement rehabilitation programme.

Recommendation

That the Council:

- a) **Receives the report titled "Management Report" dated 13 May 2020.**

Attachments

There are no attachments for this report.

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 Risk management update - March 2020 quarter

C10.2 Report seeking a decision on enforcement for Te Anau Downs Station

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
Risk management update - March 2020 quarter	s7(2)(e) - The withholding of the information is necessary to avoid prejudice to measures that prevent or mitigate material loss to members of the public. 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).	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.
Report seeking a decision on enforcement for Te Anau Downs Station	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege. This report and attachments outline councils legal position on a matter that is about to be before the court. Our position needs to remain confidential..	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.