



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

Date: Tuesday, 23 June 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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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, 20 May 2020

Adoption of the Annual Plan 2020/2021

Record No: R/20/6/14185
Author: Jason Domigan, Corporate Performance Lead
Approved by: Rex Capil, Group Manager Community and Futures

☐ Decision ☒ Recommendation ☐ Information

Purpose

- 1 The purpose of the report is for Council to adopt the final draft of the Annual Plan 2020/2021.

Executive Summary

- 2 Every three years, council adopts a ten year plan which is referred to as the 'Long Term Plan (LTP)'.
3 In the intervening years, an Annual Plan is developed to address any variances from the LTP, to confirm service levels and budgets for the year, and to set rates. Year three of the Council's LTP 2018-2028 serves as the base for the Annual Plan 2020/2021.
4 All councils are required by legislation to prepare and adopt an Annual Plan for each financial year before the start of the new financial year. The Annual Plan is not audited.
5 The 2020/2021 Annual Plan did not have any significant or material variances between year three of the LTP 2018-2028. As a result, it was agreed by Council not to go out to the public for formal consultation with the community.
6 Council did produce an annual plan information document and used social media and the council website to update the community on the Annual Plan process.
7 The global Covid-19 pandemic has potentially led to increased pressure on rate affordability. Additional measures were used to reduce the impact of increased rates on communities, including utilisation of forestry and roading reserves.
8 The rate increase for 2020/2021 financial year is proposed to be 2.31%, compared to the 3.27% proposed in the LTP 2018-2028.
9 It is intended that the committee recommends to Council the adoption of the Annual Plan 2020/2021, including the Funding Impact Statement (Rates section) for the 2020/2021 financial year.
10 A copy of the draft Annual Plan 2020/2021 is included separately.

Recommendation

That the Council:

- a) **Receives the report titled “Adoption of the Annual Plan 2020/2021” dated 18 June 2020.**
- b) **Determines that this matter or decision be recognised as 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) **Confirms in accordance with Section 100 of the Local Government Act 2002 that the Annual Plan 2020/2021 has been prepared based on reasonable judgement and assumptions and that it considers the projected financial results, including the projected operating deficit for 2020/2021, to be financially prudent given its financial position.**
- e) **Confirms the reduction of the Te Anau Airport Manapouri rate from \$128.00 (incl GST) to \$67.69 (incl GST). Noting this reduction is being done by extending the airport loan by one year and deferring the 2020/2021 airport loan repayment and by funding the interest charge by adding it to the airport loan balance to be repaid over the life of the loan.**
- f) **Acknowledges that resolution e above, is inconsistent with Council’s Revenue and Financing policy as it is funding an operational cost from a loan. Accordingly, Council recognise that this as an inconsistent decision made in accordance with section 80 of the Local Government Act 2002.**
- g) **Notes that resolution e above is in response to the potential financial impact of Covid-19 on affordability of rates, particularly in the Fiordland rating area. A review of the Revenue and Financing policy will be undertaken as part of Council’s 2021-2031 Long Term Plan, but at this stage there are no plans to alter the policy to generally allow the funding of operational costs from loans.**
- h) **Adopts the Annual Plan 2020/2021, including the Funding Impact Statement (Rates section) for the 2020/2021 financial year.**
- i) **Agrees that a copy of the finalised fees and charges booklet be made available on Council’s website and be distributed to relevant stakeholders, Hall Committees and Community Boards for their information.**
- j) **Delegates authority to the Chief Executive to approve any final edits required to the Annual Plan in order to finalise the document for distribution.**

Background

- 11 Once every three years, Southland District Council is required to adopt a Long Term Plan (LTP), and in the intervening years an Annual Plan. These plans set out the service levels and budgets for the coming year, as well as being used to set rates.
- 12 Year three of the Council's LTP 2018-2028 serves as the base for the Annual Plan 2020/2021.
- 13 The Annual Plan 2020/2021 proposed rates increase is broadly consistent with what was projected for the 2020/2021 year in the LTP 2018-2028.
- 14 The majority of changes relate to capital works projects for roading, sewerage and water renewals and changes in operational costs. These capital works projects were already included in the LTP 2018-2028 and budget included within the work programme.
- 15 All councils are required by legislation to prepare and adopt an Annual Plan for each financial year before the start of the new financial year. The Annual Plan is not audited.
- 16 The purpose of an Annual Plan is to:
 - detail the proposed annual budgets and funding impact statement;
 - identify any variation from the financial statements and funding impact statement included in the Long Term Plan (LTP) in respect of the year;
 - provide integrated decision-making and co-ordination of the resources of the local authority;
 - contribute to the accountability of the local authority to the community.
- 17 As part of developing the Annual Plan, community boards and water supply subcommittees were provided with the opportunity at their direction-setting meetings to highlight any planned changes for the 2020/2021 financial year from what was budgeted for year three of the Long Term Plan 2020/2021. Hall committees and Council staff were also asked to advise of any changes to fees and charges for the 2020/2021 year.
- 18 On 17 December 2019, Council informally discussed a number of key matters associated with the 2020/2021 Annual Plan, including:
 - proposed fees and charges
 - grants and donations
 - planned capital projects for 20/21
 - roading rate model
 - key financial matters, including loans, reserves, forestry dividend and SIESA
 - impact on the overall and specific rates for 2020/2021
- 19 At its meeting on 30 January 2020, Council formally considered the need for consultation on the 2020/2021 Annual Plan. Council confirmed there was no community consultation required for the Annual Plan 2020/2021 as there were no significant variances to the LTP 2018-2028. This

was in accordance with the Significance and Engagement Policy that was adopted in June 2018 through the LTP process.

- 20 On 11 March 2020, the World Health Organisation (WHO) declared Covid-19 as a global pandemic. The government devised a series of alert levels with associated restrictions ranging from 1 to 4 with 4 being the most severe. In New Zealand, the nation went into lockdown at alert level 4 for the period of 25 March to 27 April with only essential services running and the majority of New Zealanders staying at home to help reduce the spread of Covid-19. The country then moved to alert level 3 for 16 days before moving to alert level 2.
- 21 The Covid-19 pandemic may have severe social disruption and financial impacts including potential economic recession and increased unemployment.
- 22 Given the impact of Covid-19 on the wider community it was important for Council to consider rates affordability and try to minimise the level of proposed rates increase.
- 23 Further discussions were held between January and March to review operational budgets and to also consider the wider implications of the Covid-19 pandemic.
- 24 At the 22 April council meeting, revised guidance was given for the direction of the Annual Plan 2020/2021 and the budgets including the following summary of the key resolutions below:
 - progress the work on the Annual Plan on the basis of a 2.65% proposed rate increase noting that while it differs from year three of the LTP, it does not constitute a significant or material change
 - endorse the revised project plan
 - endorse the reduction of the Te Anau Airport Manapouri rate from \$128.00 (incl GST) to \$67.69 (incl GST).
 - recognise that the proposed reduction in the Te Anau Airport Manapouri rate above is inconsistent with Council's Revenue and Financing policy.
 - notes that the above reduction in the Te Anau Airport Manapouri rate is proposed in response to the potential financial impact of Covid-19 on affordability of rates, and a review of the Revenue and Financing policy will be carried out as part of its 2021-2031 Long Term Plan.
- 25 Subsequent to the 22 April council meeting, the Fiordland Community Board agreed at its meeting on 19 May 2020 to recommend the reduction in the airport rate from \$128.00 (incl GST) to \$67.69 (incl GST).
- 26 Further informal discussions on the draft Annual Plan were held on 20 May which presented the full draft annual plan to Councillors for their review. This version of the accounts included the impact of the reduction in the Te Anau Airport Manapouri rate, which resulted in a proposed overall rate increase of 2.31% (from 2.65% as previously advised). Councillors were also given a preview of the design theme of the final document.

Consultation and feedback

- 27 There was no community consultation for the Annual Plan 2020/2021 as there were no significant variances to the LTP 2018-2028. This was in accordance with the Significance and Engagement Policy that was adopted in June 2018 through the LTP process.
- 28 However, an Annual Plan information document was produced to update the public on the proposed direction and proposed rates increase. The document was put on the Council website and facebook.
- 29 The Annual Plan information document post on facebook reached 2,827 people, had 119 engagements and received feedback from one member of the public who submitted three comments in total, expressing adverse opinion.

Changes from year three of the LTP 2018-2028

- 30 The majority of the changes between what was forecasted in the 2020/2021 year in the LTP 2018-2028 from what has been included in the draft Annual Plan 2020/2021 relate to capital works projects. Key changes include:
- the deferral/addition from 2019/2020 of \$4.1 million of water capital projects (Lumsden/Balfour, Manapouri, Riverton, Te Anau) to be implemented in 2020/2021.
 - the deferral/addition from 2019/2020 of \$12.5 million of wastewater capital projects (Ohai, Riversdale, Riverton, Stewart Island, Te Anau) noting that Te Anau represents \$11.3 million of this increase (of which \$2 million is funded from a government grant) to be implemented in 2020/2021.
 - Council's 2020/2021 contribution to the Pyramid Bridge replacement (\$0.3 million)
 - \$1 million emergency roading works as a result of the February 2020 floods
 - \$1.5 million of bridge renewals
 - refurbishment/fit out of the Don Street office (\$0.9 million).
- 31 Additionally, there are a number of changes to operational costs from what was forecast in the LTP 2018-2028 for 2020/2021. Key operational changes include:
- increased water maintenance costs (\$0.3 million)
 - increased rubbish and recycling costs, including Emission Trading Scheme (\$0.3 million)
 - \$1.8 million Milford Opportunities project costs (fully funded by government grants)
 - additional contractors required to assist with building regulation activities (\$0.5 million), partially offset by increased revenue
 - lease of two Don Street offices and associated costs (\$0.4 million)
 - increased costs to meet new regulatory standards (\$1.9 million)
 - loss of revenue from Venture Southland (\$0.3 million)
 - reduction in internal loan repayments (\$0.3 million)
 - increase in external loan repayments (\$0.1 million).

- 32 Where appropriate, loan funding is used to fund capital expenditure with the following reserve transfers being utilised to reduce the impact on the 2020/2021 rates increase:

- transfer from the forestry reserve to reduce rates (\$0.4 million)
- utilisation of the roading reserve to reduce the roading rate (\$1.7 million).

Issues

- 33 The Annual Plan is based on a number of assumptions. In addition, there are a number of issues described below that may require separate reports to be brought back to Council. These reports will explore the issues more fully and potentially include additional unbudgeted expenditure for 2020/2021 or beyond, if approved.

Te Anau Airport Manapouri rate

- 34 As part of the response to Covid-19, the government's shut down of the borders to New Zealand for overseas visitors has seen the tourism market and those associated with provision of goods and services to the tourism market particularly affected.
- 35 The loss of tourism revenue in the Fiordland Basin as a result of this event and also the recent flooding had a significant impact on the area. In response consideration was given to the possibility of reducing the Te Anau Airport Manapouri rate for 2020/2021, with the potential of also extending this reduction as part of discussions around Councils 2021-2031 Long Term Plan.
- 36 This matter was discussed at the Council meeting on 22 April and the Fiordland Community Board meeting on 19 May. It was resolved by the Fiordland Community Board to reduce the Te Anau Airport Manapouri rate from \$128.00 incl GST per rating unit to \$67.69 incl GST for the 2020/2021 year, by deferring 1 year of the loan repayments. This is inconsistent with Council's current Revenue and Financing Policy, however a resolution in accordance with section 80 of the Local Government Act 2002 has been included in this report. Further details of this matter can be found in the reports to the noted meetings.

Rates Affordability

- 37 The Covid-19 pandemic and subsequent lockdown has led to a high level of uncertainty and risk particularly in regard to its potential economic, social and cultural impacts. This is on top of environmental legislation changes such as land and water plans, RMA reforms, increased building control costs and new three waters regulation. The issue of affordability of rates within communities means that it is important to try and minimise any proposed rates increase given the current circumstances, while ensuring that Council continues to provide an appropriate level of service to its communities and manage the increased risks that it faces as an organisation such as reductions in other revenue streams and increased costs in providing support during the response and subsequent recovery phases.
- 38 The Annual Plan 2020/2021 includes budgets based on best available information at early March 2020. Included in this is planned 2019/2020 capital projects that have been forecast to be completed or undertaken in 2020/2021. This information was compiled prior to the declaration of the alert level 4 nationwide lockdown. The lockdown will impact on the final operational and/or capital work budgets.

- 39 Time constraints will not enable Council to evaluate and quantify these changes for this Annual Plan and may result in a higher level of capital works being carried forward to 2020/2021 outside the 2020/2021 Annual Plan. Overall, however this is not expected to have a significant effect on rates that would have been required as part of the 2020/2021 Annual Plan as generally capital projects are funded from long term loans, the repayment of which occurs in the year following drawdown.

Cashflow forecasts and funding

- 40 Council is forecast to be in overdraft of \$3.5 million by 30 June 2020 increasing to \$3.9 million by 30 June 2021. Interest on the overdraft has been allowed for in the budgets at 3.65% consistent with the LTP 2018-2028 assumptions, however this may vary depending on the cashflows of Council throughout the year and the actual interest rates incurred.
- 41 Council is also forecast to be drawing down external debt in 2020/2021 of approximately \$20 million. Interest on the term debt has been allowed for in the budgets at 3.65% and drawn down in full on 1 January 2021 consistent with the LTP 2018-2028 assumptions. This may also vary depending on the actual cashflows of Council throughout the year and the actual interest rate incurred, particularly on external debt.
- 42 Council has a district operations reserve which is made up of any unused operational funds offset by operational deficits and costs associated with specific projects. This reserve is forecast to be approximately \$1 million overdrawn at 30 June 2020 and planned to increase further into deficit in 2020/2021. At this stage repayment has not been incorporated. It will, however, need to be considered as part of Council's Long Term Plan when the actual results of operations and planned projects for 2019/2020 will be known.

Utilising reserves to offset rate increases

- 43 The proposed rate increase for 2020/2021 has been reduced by using \$1.7 million of roading reserves as well as an additional \$0.4 million of the forestry reserve. This is a one-off approach to assist in addressing the potential impact of rates increases on our ratepayers given the effect that the pandemic will have on the economy. This approach may result in a higher rates increase in 2021/2022 and beyond.

Building control

- 44 The building control activity exists to manage the risks from development, construction, weather tight home issues and earthquakes. Council has to balance the need for additional resources to ensure that it can meet the required service levels against the flow-on impact that this will have on the level of user fees charged for services. A number of assumptions have been made around the building control activity in developing the Annual Plan 2020/2021.
- 45 ***Increase in fees*** - the building control department is funded 80% from fees and charges and 20% from rates. Fees and charges are the main funding source for this activity reflecting the direct benefit to those who use the service. Fees and charges are proposed to be increased in 2020/2021 by 7.5% in order to cover the proposed increased costs for this activity. This increase is most significant in relation to consents for new dwellings. A 7.5% increase equates to \$245 for a new dwelling less than 300 square metres, or \$295 for a new dwelling larger than 300 square metres. Council's fees in this area are generally lower than neighbouring councils. There is a risk that if the fees and charges are not increased, the increased costs budgeted for will need to be covered from rates and/or reserves.

46 **Additional costs** - Council was audited by International Accreditation New Zealand (IANZ) in February 2019 and was advised that IANZ was not satisfied that Council's Code Compliance Certificate processing times and that processes were to the level that they needed to be. Council has taken a number of steps to improve its performance in this area and ensure we meet the required standards. It is important that Council be able to maintain the appropriate standards moving forward to ensure that it can retain accreditation as a Building Consent Authority (BCA). As a result staff have made an allowance for additional resourcing in the Annual Plan 2020/2021. There has been an increase in costs of \$0.9 million between the year three of the LTP and the Annual Plan 2020/2021 which includes staffing and contractor costs.

47 **New fees and charges** – the Ministry of Business, Innovation and Employment undertook an audit of Council's Territorial Authority (TA) functions in 2019 and made some recommendations around the work required to be undertaken and the associated fees that could be charged. Staff are proposing to include the following five new fees and charges (including GST) associated with these TA functions in the Annual Plan 2020/2021:

Swimming pool inspection	\$165.00
Annual renewal of Building Warrant of Fitness	\$111.00
Inspection of Building Warrant of Fitness	\$350.00
Amendment fee	\$400.00
Discretionary exemption fee	\$342.00

48 It is anticipated that these fees will generate approximately \$150,000-\$200,000 of revenue per annum which can cover the cost of the additional resource required to undertake this work. A separate report will be brought to Council in due course, which will explore this matter further.

Factors to Consider

Legal and Statutory Requirements

- 49 The Annual Plan is a statutory requirement under the Local Government Act 2002 (section 95).
- 50 All councils are required by legislation to prepare and adopt an Annual Plan before the commencement of the financial year to which it relates (1 July 2020 in this instance).

Community Views

- 51 The Community Boards were involved in the direction setting for the Annual Plan 2020/2021 and provided input into any new projects that were urgently required for their areas and the fees and charges for the local assets. This feedback was presented to Council for consideration and included in the Annual Plan 2020/2021 where appropriate.
- 52 As mentioned above, the annual plan information document was made available on facebook for comments. Council received three comments from one member of the public.
- 53 There was also opportunity to provide feedback to Council through public forum at any Council or Committee of Council meeting by live streaming during Covid-19 lockdown, or in person at a Council meeting once the lockdown was lifted. There were no requests to speak at public forum in relation to the Annual Plan 2020/2021.
- 54 The issue of affordability of rates within communities should always be considered. This particular Annual Plan also has the Covid-19 economic impacts which means that it could be even more difficult for our communities to meet their rates.

Costs and Funding

- 55 There are various costs incurred in compiling the Annual Plan including staff costs and budgets. These are included in Council's annual budgets and funded accordingly.
- 56 The specific financial implications of the changes made to the final Annual Plan are outlined in the financial considerations section below.

Policy Implications

- 57 The changes set out in the Annual Plan are consistent with Council's current Financial Strategy, Infrastructure Strategy and policies, except a variation to the Revenue and Financing Policy.
- 58 The resolution on 22 April 2020 in relation to the Te Anau Airport Manapouri rate is inconsistent with the current Revenue and Financing policy.
- 59 Council's Revenue and Financing Policy outlines in section 2.3 that operating expenditure should be met from funding sources such as rates, reserves, user fees and charges. Capital expenditure can also be met from loans. Although Council's policy indicates these preferred funding sources, where Council makes a significantly inconsistent decision it can as a result of section 80 of the Local Government Act 2002, clearly identify as part of the decision the inconsistency, the reasons why and the intention or not to amend the policy to accommodate the decision.
- 60 Accordingly, a resolution to this effect is included with this report that specifically identifies the inconsistent decision.
- 61 No policies have been amended as part of the Annual Plan 2020/2021 development process.

Financial considerations

- 62 The financial implications of the proposed Annual Plan 2020/2021 are noted below:

63 Rating Impact/Rates Increase

- the rate increase for 2020/2021 will be 2.31%, compared to 3.27% proposed in the LTP 2018-2028.
- the proposed rate increase for 2020/2021 has been reduced by using \$1.7 million of roading reserves as well as an additional \$0.4 million of the forestry reserve. This is a one-off approach to assist in addressing the potential impact of rates increases on our ratepayers given the effect that the pandemic will have on the economy. This approach may result in a higher rates increase in 2021/2022 and beyond.
- the Funding Impact Statement (Rates Section) has been updated to show the current District and local area rates. Rates will be set as either a rate in the dollar on land value or capital value or a Uniform Targeted Rate (UTR).

64 30% Maximum Uniform Targeted Rate (UTR)

- Uniform Targeted Rate - The maximum amount Council can collect under the UTR is 30% of total rates. The UTR for the 2020/2021 financial year will be 26.62%, compared to 27.09% for 2019/2020.

65 Impact on Financial Reports

- the consolidated impacts of the changes are shown in the draft forecast statement of comprehensive income and statement of financial position included in Attachment A of this report. Please note these may be subject to change as staff undertake the final review and finalisation of the Annual Plan document.
- in comparing the draft Annual Plan 2020/2021 forecast deficit to year three of the LTP 2018-2028, the deficit has increased \$1.7 million, from \$3.1 million to \$4.8 million.
 - increased revenue (\$6.5 million) is forecast from NZTA \$1.8 million and grants and subsidies (\$4.7 million). The grants expected to be received are for the Te Anau Wastewater project \$2 million, Milford Opportunities Project \$1.8 million, SIESA \$0.5 million and Stewart Island Jetties \$0.4 million.
 - this revenue is offset by increased costs, being employee associated costs (\$2.3 million) and other Council expenditure (\$5.8 million). Increased employee related costs are as a result of the need to continue to meet ongoing service and legislative requirements and as a result of some functions and associated positions being transferred from Venture Southland. Other Council expenditure includes costs relating to the Milford Opportunities Project, SIESA wind energy project and building regulation area (\$2.8 million), flood damage reinstatement works (\$1 million), office lease (\$0.3 million), and Council's contribution to Pyramid Bridge (\$0.3 million).
- the prospective statement of financial position in the draft Annual Plan 2020/2021 incorporates 30 June 2019 actual balances (as opening balances) as well as changes resulting from revised forecasts for 2019/2020.
 - the main variance from year three of the LTP 2018-2028, is the increase in property, plant and equipment and external debt which is due to the increase in planned capital works including the Te Anau Wastewater project.

66 Compliance with Financial Strategy

- the draft Annual Plan is in compliance with the key financial indicators outlined in the financial strategy, being specifically:
- rates increases to be no more than Local Government Cost Index (LGCI) + 2.0%. For 2020/2021 in the Long Term Plan 2018-2028, the LGCI was budgeted at 2.2%, resulting in a limit of 4.2%. The revised LGCI forecast for June 2021 based on BERL forecasts at September 2019 remains at 2.2%. The draft rates increase proposed is 2.31%
- total debt not to exceed 100% of total annual revenue. Council anticipates it will require \$20 million of long term external debt in the 2020/2021 year (to be repaid over 30 years). Additionally, Council is forecast to be in overdraft at 30 June 2021 of \$2.7 million.

Analysis

Options Considered

67 **Option 1:** Adopt the Annual Plan 2020/2021, with any minor amendments as agreed at this meeting.

Option 2: Do not adopt the Annual Plan 2020/2021.

Analysis of Options

- 68 **Option 1 – Adopt the Annual Plan 2020/2021, with any minor amendments as agreed at this meeting.**

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">the Annual Plan will comply with statutory requirements and timeframesis consistent with the overall direction set through the LTP 2018-2028adoption of the Annual Plan will enable rates to be set for the 2020/2021 financial year.	<ul style="list-style-type: none">no further changes can be made

- 69 **Option 2 – Do not adopt the Annual Plan 2020/2021.**

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">if a significant omission has been made in the development of the Annual Plan, it can be rectified.	<ul style="list-style-type: none">the Annual Plan will not comply with the statutory requirements to adopt before 1 July 2020.rates will not be able to set for the 2020/2021 financial year until the Annual Plan is adopted.there would be a high level of uncertainty for ratepayers.

Assessment of Significance

- 70 The draft Annual Plan 2020/2021 does not contain significant variance from year three of the LTP 2018-2028. Therefore, it did not meet the significant threshold in the Significance and Engagement Policy and the formal consultation with the public was not undertaken.

Recommended Option

- 71 Option 1 – Adoption of the Annual Plan 2020/2021, with amendments as agreed at this meeting.

Next Steps

- 72 Following Council adoption, the Annual Plan 2020/2021 will be made available on the Council's website www.southlanddc.govt.nz. Hard copies will be available upon request.

Attachments

- A Annual Plan 2020 2021 (separately enclosed)

Rates Resolution - Setting of Rates for the Financial Year 1 July 2020 to 30 June 2021

Record No: R/19/12/30096
Author: Shelley Dela Llana, Accountant
Approved by: Anne Robson, Chief Financial Officer

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The Local Government (Rating) Act 2002 (the Act) requires Council to adopt, by Council resolution, the rates it intends to set for the financial year. The rates for 2020/2021 can only be set once Council has adopted its Annual Plan 2020/2021, including the Funding Impact Statement (Rates Section) for 2020/2021.
- 2 The resolution must also include (instalment) due dates for payment. The act permits Council to apply penalties of up to 10% for payments not received by the due dates and for any arrears of previous year's rates. The penalty amount and dates must also be set by Council resolution.
- 3 Council's resolution will be made publicly available on the Council website within 20 working days from this resolution being approved.

Executive Summary

- 4 This report lists the various rates that have been calculated for the financial year 1 July 2020 to 30 June 2021. These rates are included in the Council's Annual Plan 2020/2021 in the Funding Impact Statement (Rates Section).

Recommendation

That the Council:

- a) Receives the report titled "Rates Resolution - Setting of Rates for the Financial Year 1 July 2020 to 30 June 2021" dated 18 June 2020.
- b) Determines that this matter or decision be recognised as 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) Sets the rates detailed below for the financial year commencing 1 July 2020 and ending on 30 June 2021. All rates and amounts are GST inclusive.

Uniform Annual General Charge

Pursuant to Section 15(1)(a) of the Act, a uniform annual general charge of \$548.38 per rating unit on every rateable rating unit within the Southland District.

General Rate

Pursuant to Section 13(2)(a) of the Act, a general rate of \$0.00063183 in the dollar on the capital value of all rateable rating units within the Southland District.

Targeted Rates

Community Facilities Rates

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, the following uniform targeted rates set per separately used or inhabited part of a rateable rating unit situated in the following Community Facility Areas:

Community Facility Areas	Charge	Community Facility Areas	Charge
Aparima Hall	\$46.39	Mossburn Hall	\$66.40
Athol Memorial Hall	\$80.57	Myross Bush Hall	\$29.88
Balfour Hall	\$38.87	Nightcaps Hall	\$96.24
Blackmount Hall	\$51.20	Ohai Hall	\$76.15
Browns Hall	\$36.76	Orawia Hall	\$58.77
Brydone Hall	\$50.93	Orepuki Hall	\$92.05
Clifden Hall	\$55.00	Oreti Plains Hall	\$72.00
Colac Bay Hall	\$76.92	Otahuti Hall	\$40.94
Dacre Hall	\$43.00	Otapiri-Lora Gorge Hall	\$155.25
Dipton Hall	\$65.19	Riversdale Hall	\$55.15
Eastern Bush Hall	\$78.89	Ryal Bush Hall	\$40.91
Edendale-Wyndham Hall	\$20.54	Seaward Downs Hall	\$43.30
Fiordland Community Event Centre	\$37.62	Stewart Island Hall	\$69.08
Five Rivers Hall	\$68.48	Thornbury Hall	\$96.45

Fortrose Domain	\$28.75	Tokanui-Quarry Hills Hall	\$73.98
Glenham Hall	\$48.38	Tuatapere Hall	\$49.55
Gorge Road Hall	\$49.14	Tussock Creek Hall	\$73.01
Heddon Bush Hall	\$69.00	Tuturau Hall	\$47.37
Hedgehope-Glencoe Hall	\$75.00	Waianiwa Hall	\$69.00
Limehills Hall	\$80.68	Waikaia Recreation Hall	\$54.44
Lochiel Hall	\$36.07	Waikawa Community Centre	\$52.88
Lumsden Hall	\$42.99	Waimahaka Hall	\$69.00
Mabel Bush Hall	\$50.15	Waimatuku Hall	\$36.58
Manapouri Hall	\$40.88	Wairio Community Centre	\$40.13
Mandeville Hall	\$45.00	Wallacetown Hall	\$50.00
Mataura Island Hall	\$24.15	Winton Hall	\$22.69
Mimihau Hall	\$55.00	Wreys Bush Hall	\$81.35
Mokoreta-Redan Hall	\$82.78	Wrights Bush Hall	\$31.71

Roading Targeted Rates

Pursuant to Sections 16(3)(a) and 16(4)(a) of the Act, a uniform targeted rate of \$92.00 per rateable rating unit within the Southland District; and

Pursuant to Sections 16(3)(a) and 16(4)(b) of the Act, a differential rate in the dollar of capital value for all rateable rating units:

Roading Differentials	Rate in the dollar on capital value
Commercial	\$0.00123377
Dairy	\$0.00087195
Farming non-dairy	\$0.00047624
Forestry	\$0.00643630
Industrial	\$0.00122527
Lifestyle	\$0.00040425
Mining	\$0.02096318
Other	\$0.00012128
Residential	\$0.00040425

Regional Heritage Targeted Rate

Pursuant to Sections 16(3)(a) and 16(4)(a) of the Act, a uniform targeted rate of \$44.15 set per separately used or inhabited part of a rateable rating unit within the Southland District.

Waste Management Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$83.21 per rating unit on every rating unit within the Southland District excluding Stewart Island; and

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a rate of \$0.00003403 in the dollar of capital value across all rating units within the Southland District excluding Stewart Island.

Local Targeted Rates (Ward, Community Board, Community Development Area, Town)

Pursuant to Sections 16(3)(b), 16(4)(a) or 16(4)(b) of the Act, the following rates per rateable rating unit/rate in the dollar on the land value of all rateable rating units within the below areas:

Local Targeted Rates	Differential Targeted Rate per rating unit	Targeted Rate per rating unit	Rate in the dollar on land value
Mararoa Waimea Ward			\$0.00002047
Waiau Aparima Ward			\$0.00005006
Waihopai Toetoes Ward			\$0.00004142
Winton Wallacetown Ward			\$0.00001545
Edendale-Wyndham Community Board		\$187.77	
Otautau Community Board		\$340.35	
Riverton/Aparima Community Board		\$333.26	
Stewart Island/Rakiura Community Board		\$266.14	
Te Anau Community Board Residential	\$289.66		
Te Anau Community Board Commercial	\$579.33		
Te Anau Community Board Rural	\$72.42		
Tuatapere Community Board Residential/Commercial	\$242.47		
Tuatapere Community Board Rural	\$48.49		
Wallacetown Community Board		\$163.29	
Winton Community Board		\$255.36	
Athol Community Development Area		\$62.79	
Balfour Community Development Area		\$249.55	
Browns Community Development Area		\$238.79	
Colac Bay Community Development Area		\$100.47	
Dipton Community Development Area		\$119.63	
Garston Community Development Area		\$57.43	
Gorge Road Community Development Area		\$31.02	
Limehills Community Development Area		\$94.34	
Lumsden Community Development Area		\$348.36	

Manapouri Community Development Area		\$338.00	
Mossburn Community Development Area		\$375.98	
Nightcaps Community Development Area		\$220.63	
Ohai Community Development Area		\$293.13	
Orepuki Community Development Area		\$114.47	
Riversdale Community Development Area		\$187.01	
Thornbury Community Development Area		\$214.44	
Tokanui Community Development Area		\$246.96	
Waikaia Community Development Area		\$168.38	
Woodlands Community Development Area		\$210.69	
Drummond Village Local		\$55.90	

Swimming Pool Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, the following uniform targeted rates set per separately used or inhabited part of a rateable rating unit situated in the following Swimming Pool Areas:

Swimming Pool Area	Charge	Swimming Pool Area	Charge
Fiordland	\$15.53	Takitimu	\$23.15
Otautau	\$23.00	Tuatapere Ward	\$7.52
Riverton/Aparima	\$22.00	Winton	\$13.16

Te Anau Airport Manapouri Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$67.69 per rateable rating unit within the Te Anau Manapouri Airport Area.

Stewart Island Waste Management Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$360.12 per unit of service situated in the Stewart Island Waste Management Area.

Rubbish Bin Collection Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$172.84 per unit of service where the collection service is actually provided.

Recycling Bin Collection Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$172.84 per unit of service where the collection service is actually provided.

Te Anau Rural Water Scheme Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(a) and (b) of the Act, the rates as outlined below:

An annual charge by way of a uniform targeted rate of \$504.20 per restricted connection.

In regards to the supply of water, the following rates or combination of below will apply to each rating unit pursuant to Section 19(2)(b):

- A rate of \$336.13 for each unit supplied to the rating unit.
- For rating units with an allocation of multiples of 7.7 units, a rate of \$2,588.23 for every 7.7 units allocated.
- For rating units allocated half a unit, a rate of 50% of a unit being \$168.07.

Matuku Rural Water Scheme Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$314.86 for each unit made available to the rating unit.

Metered Property Water Supply Targeted Rate

Pursuant to Section 19 of the Act, a rate for actual water consumption of \$1.10 per cubic metre.

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a fixed charge of \$196.00 per meter.

District Water Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(b) of the Act, the rates are assessed on a differential basis (These exclude rural water schemes):

- For all rating units without meters that are connected to a water supply scheme or are within the scheme rating boundary but are not connected, a uniform targeted rate of \$484.54 for each separately used or inhabited part of the rating unit.
- For rating units with water troughs with direct feed from Council's water mains, a uniform targeted rate of \$96.91 per trough.
- For non-contiguous vacant rating units within the scheme rating boundary, a uniform targeted rate of \$242.27 being half of one unit rate for the provision of the service due to the ability to connect to the scheme.

District Wastewater Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(b) of the Act, the following rates:

- For all residential rating units within the scheme rating boundary, a uniform targeted rate of \$437.64 for each separately used or inhabited part of the rating unit.
- For non-contiguous vacant rating units within the scheme rating boundary, a uniform targeted rate of \$218.82 being half of one unit rate for the provision of the service due to the ability to connect to the scheme.
- All other properties either connected or able to be connected, a uniform targeted rate of \$437.64 for each pan/urinal.

Woodlands Septic Tank Cleaning Targeted Rate

Pursuant to Sections 16(3)(b) and 16(4)(a) of the Act, a uniform targeted rate of \$54.71 in respect of each separately used or inhabited part of a rating unit within the Woodlands Septic Tank Cleaning Area.

Water Supply Loan Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(b) of the Act, a uniform targeted rate per rating unit on the option that the ratepayer has previously chosen to pay either a one-off capital contribution for a new scheme or pay it over a selected period as below:

Water Supply Loan Rates	Charge
Edendale Water Loan Charge - 15 years	\$225.98
Edendale Water Loan Charge - 25 years	\$149.24
Wyndham Water Loan Charge - 15 years	\$198.00
Wyndham Water Loan Charge - 25 years	\$143.33

Sewerage Supply Loan Targeted Rates

Pursuant to Sections 16(3)(b) and 16(4)(a) and (b) of the Act, a uniform targeted rate per rating unit on the option that the ratepayer has previously chosen to pay either a one-off capital contribution for a new scheme or pay it over a selected period as below:

Sewerage Supply Loan Rates	Charge
Edendale Sewerage Loan - 15 years (incl connection cost)	\$871.32
Edendale Sewerage Loan - 25 years (incl connection cost)	\$628.99
Edendale Sewerage Loan - 25 years (excl connection cost)	\$520.56
Tuatapere Sewerage Loan Charge - 15 years	\$399.23
Tuatapere Sewerage Loan Charge - 25 years	\$360.90
Wallacetown Sewerage Loan Charge - 15 years	\$461.12
Wallacetown Sewerage Loan Charge - 25 years	\$331.16
Wyndham Sewerage Loan - 15 years (incl connection cost)	\$791.89
Wyndham Sewerage Loan - 25 years (incl connection cost)	\$573.23
Wyndham Sewerage Loan - 15 years (excl connection cost)	\$643.45
Wyndham Sewerage Loan - 25 years (excl connection cost)	\$465.78

- e) Resolves under Section 24 of the Act that all rates (including metered water targeted rates) will be payable in four equal instalments with the due dates for payment being:
- Instalment One - 28 August 2020.
 - Instalment Two - 27 November 2020.
 - Instalment Three - 26 February 2021.
 - Instalment Four - 28 May 2021.
- f) Resolves under Sections 57 and 58 of the Act to apply penalties to unpaid rates (including metered water targeted rates) as follows:

- A penalty of 10% will be added to the amount of any instalment of rates (including metered water targeted rates) remaining unpaid after the relevant due date in recommendation (e) above, as shown in the table below:

Instalment	Date Penalty Added
1	31 August 2020
2	30 November 2020
3	1 March 2021
4	31 May 2021

- A further penalty of 10% will be added to any amount of rates (excluding metered water targeted rates) that are unpaid from previous years and remains unpaid at 1 July 2020. The penalty will be added on 1 July 2020.
- g) Resolves that under Section 88 of the Act to set a postponement fee at \$200 GST inclusive for the administration costs of registering a Notice of Charge plus an annual interest charge calculate at Council's internal borrowing interest rate as prescribed in the Long Term Plan 2018-2028.
- h) Resolves that under Section 54 of the Act, where rates charged on a rating unit are less than or equal to \$10 (GST incl), Council will not collect these as it believes it to be uneconomic.
- i) Agrees where any payment is made by a ratepayer that is less than the amount now payable, the Council will apply the payment firstly to any rates outstanding from previous rating years and then proportionately across all current year rates due.
- j) Agrees that valuation roll and rate records for the District of Southland are open for inspection by ratepayers at all District offices (as listed below), during normal office hours:
- | | |
|--|--|
| - Invercargill Office
15 Forth Street,
Invercargill 9810 | - Oban Office
10 Ayr Street, Oban,
Stewart Island 9846 |
| - Lumsden Office
18 Diana Street,
Lumsden 9730 | - Te Anau Office
116 Town Centre,
Te Anau 9600
24 Milford Crescent,
Te Anau 9600 |
| - Otautau Office
176 Main Street,
Otautau 9610 | - Winton Office
184 Great North Road,
Winton 9720 |
| - Riverton Office
117 Palmerston Street,
Riverton 9822 | - Wyndham Library
41 Balaclava Street,
Wyndham 9831 |

k) Agrees the following options be available for payment of rates:

- **Direct Debit.**
- **Credit card (Visa or Mastercard).**
- **Internet banking.**
- **By cash, cheque or Eftpos.**

l) Agrees an intention to apply a further 10% penalty on metered water targeted rate for next financial year.

Background

- 5 Council has adopted the Annual Plan 2020/2021. This paper provides for Council to set rates for the year commencing on 1 July 2020 and ending on 30 June 2021.
- 6 Rates for the 2020/21 year are set on a GST inclusive basis. This is the actual amount that the Council will receive from the ratepayer, rather than the amount to which GST will be added.
- 7 Where a targeted rate applies to a particular area, reference is made within the Funding Impact Statement (Rates Section) of Council's Annual Plan 2020/2021 to the land map detailing this. These maps can be viewed at www.southlanddc.govt.nz/my-southland/maps
- 8 Definitions of rating terminology and applicability are explained at the beginning of the Funding Impact Statement (Rates Section) of Council's Annual Plan 2020/2021.
- 9 Under Section 54 of the Local Government (Rating) Act 2002 (the Act), Council has the option to not collect small amounts. It is recommended that Council continue to not collect rates where the individual assessment totals less than \$10 (GST inclusive), as has been done for the last two years as it is uneconomical to do so.
- 10 We note that as part of our annual process, Council engage a legal advisor to undertake a review of this rates resolution report and the associated Funding Impact Statement (Rates Section). The recommendations raised through this process have been actioned and incorporated into this report and Funding Impact Statement (Rates Section).

Changes this year

- 11 Staff this year have realigned metered property water rates due dates with rates. Currently we only do the instalment penalties and not the second penalty on the total year, staff feel this is inconsistent as metered property water rates are no different to other rates and should be treated so. We have added recommendation 1 to get guidance from Council for next year as with rates we send out a reminder letter on 1 June of intention to set the second penalty and would like to offer the same reminder for metered water.

Factors to Consider

Legal and Statutory Requirements

- 12 Under Section 23(1) and (2) of the Act the Council is required to set its rates by resolution.
- 13 Section 24 of the Act requires that the Council state the financial year for which the rates relate and the due date for payment of the rates in its resolution setting rates.

- 14 Section 57 of the Act states that a local authority may, by resolution, authorise penalties to be added to rates that are not paid by the due date. The resolution must state how the penalty is calculated and the date the penalty is to be added to the amount of unpaid rates. Additionally the penalty must not exceed 10% of the amount of the unpaid rates on the date when the penalty is added.
- 15 Section 58 of the Act sets out the penalties that may be imposed.
Imposition of penalty
A local authority may impose the following types of penalty:
(a) a penalty on rates assessed in the financial year for which the resolution is made and that are unpaid after the due date for payment (or after a later date if so specified);
(b) a further penalty on rates assessed in any financial year and that are unpaid on whichever day is the later of—
(i) the first day of the financial year for which the resolution is made; or
(ii) 5 working days after the date on which the resolution is made;
(c) a further penalty on rates to which a penalty has been added under paragraph (b), if the rates
- 16 Pursuant to Section 23(5) of the Act, a copy of this rates resolution will be made publicly available on the Council's website within 20 working days from this resolution being approved.

Community Views

- 17 Members of the community have been provided with the opportunity to express their views in relation to Council's proposed rates for the 2020/2021 financial year via Community Boards and Community Development Area Subcommittees.

Costs and Funding

- 18 The rates proposed to be set through the recommendations in this report are consistent with the financial forecasts included in the Annual Plan 2020/2021, that were considered for adoption by Council prior to its consideration of this report.

Policy Implications

- 19 The rates resolution is to set the rates as detailed in the Funding Impact Statement (Rates Section) from Council's Annual Plan 2020/2021.

Analysis

Options Considered

- 20 This report considers only one option that is to set the rates penalties.

Analysis of Options

Option 1 - Set the rates, penalties and due dates as recommended

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Adhering to the Act and LGA requirements.• The rates have been consulted on as part of the Annual Plan 2020/2021.• The rates are consistent with the financial forecasts included in the Annual Plan 2020/2021.	<ul style="list-style-type: none">• None identified.

Option 2 - Set the rates as indicated but amend the penalties and due dates as discussed at this meeting.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• None identified.	<ul style="list-style-type: none">• May affect the total penalties amount collected. A budgeted amount expected to be collected is included in the Annual Plan. In saying this the Annual Plan is based on the 2018-28 Long Term Plan, which was extensively consulted on. Additionally the local rate components of the Annual Plan have been discussed within the open meetings of community boards and community development authorities.

Assessment of Significance

- 21 In accordance with Council's Significance and Engagement Policy, the resolution to set the rates is considered significant as it has a major effect on the community.
- 22 The rates are formulated on the basis of the Funding Impact Statement (Rates Section).

Recommended Option

- 23 The recommended option is option 1 – Set the rates, penalties and due dates as recommended.

Next Steps

- 24 Rates will be assessed in July in accordance with the recommendations of this report. The Act also requires Council to send a copy of the adopted resolution within 20 working days to the Secretary of Local Government, and have the resolution available on the Council website.

Attachments

There are no attachments for this report.

Speed Limits Bylaw, for adoption

Record No: R/20/5/12207
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 present the draft Speed Limits Bylaw (the draft bylaw) for adoption by Council.

Executive Summary

- 2 Council has completed the special consultative procedure on the draft bylaw. On 21 August 2019 Council endorsed a statement of proposal, 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 and 20 May 2020 Council deliberated on how it wanted to proceed. Staff have updated the draft bylaw to incorporate the decisions Council made at those meetings. Some other minor changes have also been made, and this report provides information about those minor changes.
- 4 Staff are requesting that Council now proceed and adopt the draft bylaw.
- 5 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.

Recommendation

That Council:

- a) **Receives the report titled “Speed Limits Bylaw, for adoption ” dated 18 June 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 section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing speed limits in the District.**
- e) **Determines prior to making the bylaw, pursuant to section 155(2)(a) of the Local Government Act 2002, that the draft Speed Limits Bylaw is the most appropriate form of bylaw.**
- f) **Determines prior to making the bylaw, pursuant to section 155(2)(b) of the Local Government Act 2002, that the draft Speed Limits Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.**
- g) **Adopts the amended Speed Limits Bylaw.**
- h) **Resolves that the amended Speed Limits Bylaw will come into effect and supersede the existing SDC Speed Limits Bylaw 2015 on 12 August 2020.**
- i) **Ensures that in accordance with Section 157 of the Local Government Act 2002, public notice be given of the making of the Speed Limits Bylaw, advising:**
 - **that the bylaw will come into force on 12 August 2020**
 - **that copies of the bylaw may be inspected, without fee, at all Council offices**
 - **that copies of the bylaw can be obtained upon payment of a reasonable charge.**
- o) **Notes that the Local Government Act 2002 states that the Speed Limits Bylaw will be reviewed within five years of being made.**

Background

- 6 The current Speed Limits Bylaw was made in 2015 as per the requirements of the Local Government Act 2002 ('LGA') (Attachment A). It came in to force on 3 June 2015 and is now due for review.
- 7 Staff undertook preliminary consultation and obtained feedback from internal and external stakeholders, including affected community boards, community development area subcommittees and ward councillors, New Zealand Transport Agency (NZTA) and Te Ao Marama Incorporated on this matter, which helped develop the draft bylaw.
- 8 On 21 August 2019 Council endorsed a statement of proposal, which included the draft bylaw, for public consultation. The statement of proposal represents Council's position on the proposed changes to the current bylaw. Council consulted on the draft policy and bylaw from 29 August to 10 October and 19 November to 3 December 2019. 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.
- 9 On 4 March and 20 May 2020, Council deliberated on the draft bylaw based on the submissions received, and made a number of decisions which are discussed below.

Issues

- 10 This report presents the draft bylaw for adoption. The bylaw includes the changes that were endorsed by Council on 4 March and 20 May 2020, and also changes that have been in the draft bylaw that were listed in the SOP.

Changes to the current bylaw

- 11 Key changes to the current bylaw, that have been endorsed by Council, include the following:

Road name	Endorsed speed limit/Description of change
Centre Hill Road	80km/h (current speed limit 100km/h)
Mavora Lakes Road	80km/h (current speed limit 100km/h)
Mt Nicholas Road	80km/h (current speed limit 100km/h)
Borland Road	80km/h (current speed limit 100km/h)
Lake Monowai Road	80km/h (current speed limit 100km/h)
Lillburn Valley Road	80km/h, 60km/h from Thicketburn campground to Lake Hauroko (current speed limit 100km/h)
Tokanui Haldane Road	80km/h (current speed limit 100km/h)
Te Anau Terrace	30km/h for entire road (current speed limit 50km/h)

Road name	Endorsed speed limit/Description of change
Upukerora Road, Te Anau	60km/h (current speed limit 50km/h)
Moore Road, Winton	move the 50km/h to 100km/h change point due to the Winton walkway
Smith Road, Lochiel	60km/h (current speed limit 100km/h)
Lochiel Bridge Road Lochiel Branhholme Road	Reduce sections within township to 80km/h (current speed limit 100km/h)
Sandy Brown Road, Te Anau	50km/h (current speed limit 80km/h)

- 12 Other than minor editing to improve readability, staff have not made any other changes to the draft bylaw since it was last presented to Council. An example of a change made is the removal of reference to Haldane as having any 60km/h speed limits in the draft bylaw schedule, to avoid any confusion.
- 13 There are some matters that have arisen as a result of the consultation process that sit outside Council's speed limits bylaw. These will be investigated and implemented and include:
- a report for consideration by the Services and Assets Committee at its 5 August 2020 meeting, providing details about what a pro-active audit on road safety around the District's schools would entail, as well as possible interim measures
 - a report that presents the proposal to reduce Stewart Island's speed limit for feedback to the Stewart Island/Rakiura Community Board at its 10 August 2020 meeting
 - painted on road speed limit markings in areas where there are several changes to speed limits within a small area, such as Manapouri and Curio Bay.

Implementation

- 14 Staff propose that the draft bylaw come into effect on 12 August 2020. This is to allow time for new speed limit signs to be made and installed.

Factors to Consider

Legal and Statutory Requirements

- 15 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.
- 16 In 2016, NZTA introduced the New Zealand Speed Management Guide to assist councils in considering how best to achieve safe operating speeds on the roads under their control.
- 17 Council also has general bylaw making powers pursuant to s.145 of the LGA.

Consultation

- 18 Council has undertaken consultation on the draft bylaw in accordance with the special consultative procedure outlined in section 83 and 86 of the LGA. The proposal was made widely available and people were encouraged to give their feedback.
- 19 Under section 78 of the LGA, Council must consider the views and preferences of persons likely to be affected by, or to have an interest in the matter.
- 20 If Council want to make 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

- 21 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 a bylaw is the most appropriate way to address the problem on 21 August 2019.
- 22 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.
- 23 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.

Enforcement of bylaw

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

Community Views

- 25 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.

- 26 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.
- 27 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.
- 28 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.
- 29 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.
- 30 All Council and committee reports are available for councillors on the 'hub', and they can be accessed on Council's website.

Costs and Funding

- 31 Costs associated with staff time, advertising, travel and legal advice have been met within current budgets.

Policy Implications

- 32 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

- 33 There are two options considered in this report:
- **option 1** - proceed and adopt the bylaw
 - **option 2** - propose a different way forward.

Analysis of Options

Option 1 – Proceed and adopt the draft bylaw

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council has a good understanding of community views on this matter• incorporates community views• improve safety of District's roading network.	<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 – 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.	<ul style="list-style-type: none">Council resources will be diverted from other matters to continue this workif Council wants to make significant changes to the draft bylaw, it would be required to re-consultre-consulting may be perceived by the public as a poor use of resourcesthe public will have an expectation that a decision will be reached on the draft bylaw in an efficient and timely mannerthis option would not be consistent with previous decisions made and Council may be perceived as undervaluing the process undertaken.

Assessment of Significance

- 34 The decisions Council is making in regard to this report have been assessed as being of lower significance in relation to Council's Significance and Engagement Policy and the LGA.

Recommended Option

- 35 Staff recommend that Council proceed with option 1 and adopt the draft bylaw.

Next Steps

- 36 If Council proceeds and adopts the draft bylaw, 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.
- 37 If Council proceeds with Option 2, staff will outline next steps in line with the approach taken.
- 38 The LGA requires that the draft bylaw be reviewed within five years of being made, so if Council adopts the draft bylaw at this meeting, at the latest, a review will be due by June 2025.

Attachments

- A Current SDC Speed Limits Bylaw 2015 [↓](#)
- B Draft Speed Limits Bylaw [↓](#)

**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	<p><u>At Riverton:</u></p> <p>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.</p>	1 July 2015	Southland District Council Speed Limits Bylaw 2015	<p>Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232.</p> <p>Southland District Council Speed Limits Bylaw 2005</p>
S4/16	50 km/hr	<p><u>At Stewart Island:</u></p> <p>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.</p>	1 July 2015	Southland District Council Speed Limits Bylaw 2015	<p>Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142.</p> <p>Southland District Council Speed Limits Bylaw 2005</p>
S4/17	50 km/hr	<p><u>At Te Anau:</u></p> <p>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.</p>	1 July 2015	Southland District Council Speed Limits Bylaw 2015	<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>

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	<p><u>At Wyndham:</u></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 the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this bylaw.</p>	1 July 2015	Southland District Council Speed Limits Bylaw 2015	<p>Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371.</p> <p>Southland District Council Speed Limits Bylaw 2005</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
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.

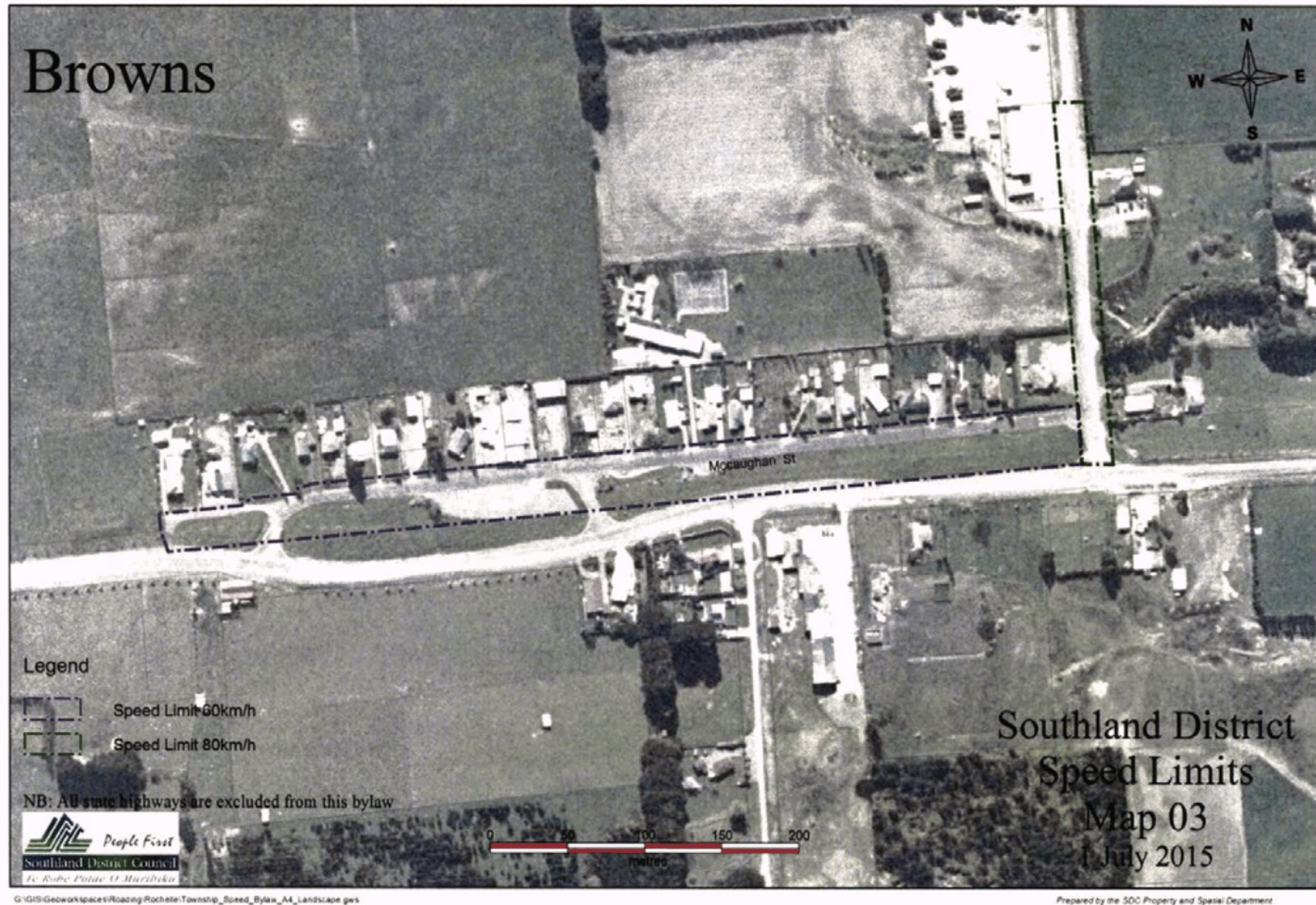
Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S8/01	100 km/hr	<p>All Southland District roads outside an Urban Traffic Area listed in Schedule 4 have a speed limit of 100 km/hr, except for roads or areas that are:</p> <p>(a) Described as having a different speed limit in the appropriate schedule of this bylaw; or</p> <p>(b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.</p>	1 July 2015	<p>Clause 2.3 Land Transport Rule: Setting of Speed Limits 2003.</p> <p>Southland District Council Speed Limits Bylaw 2015</p>	<p>Regulation 21(1) Traffic Regulations 1976.</p> <p>Southland District Council Speed Limits Bylaw 2005</p>

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	

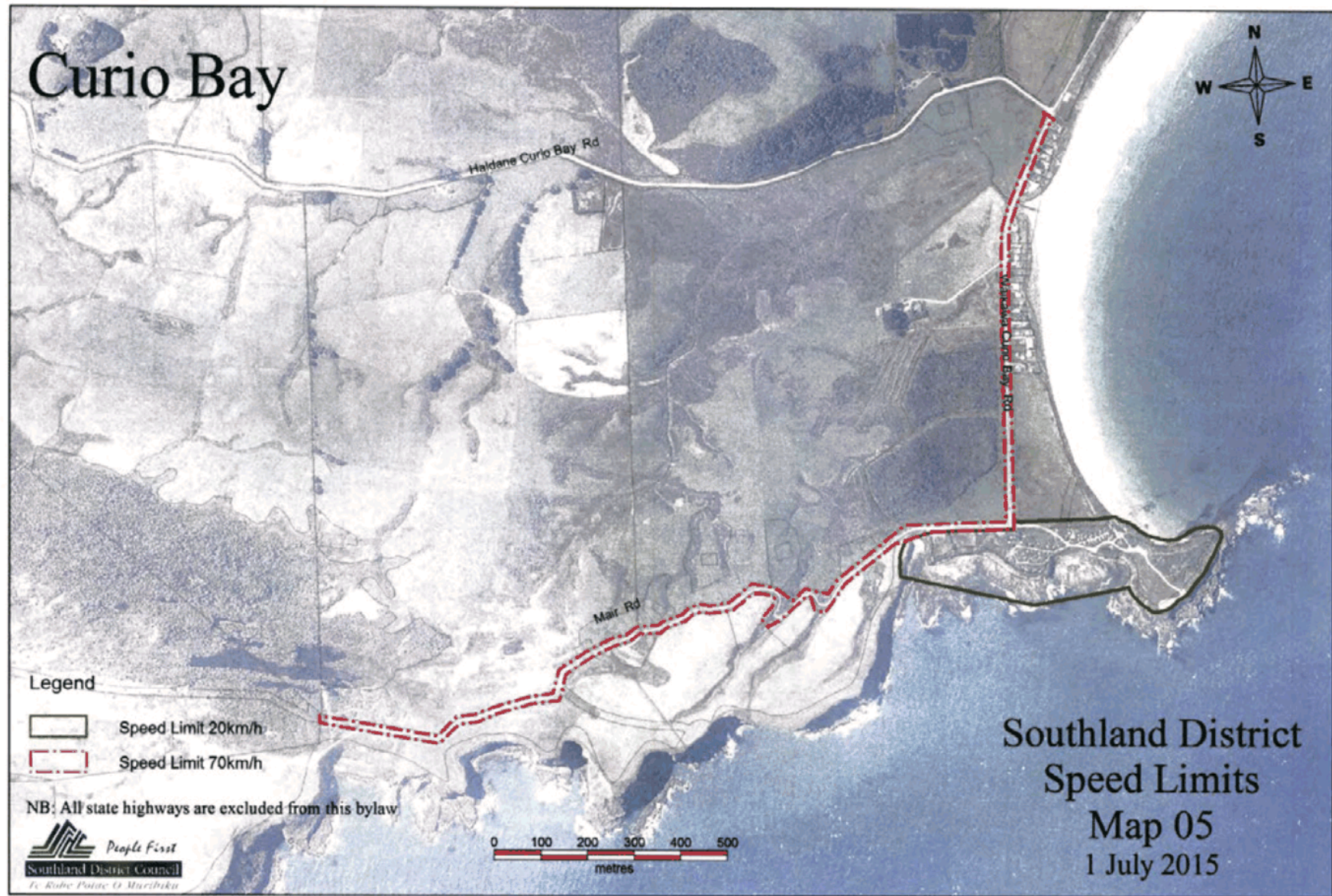


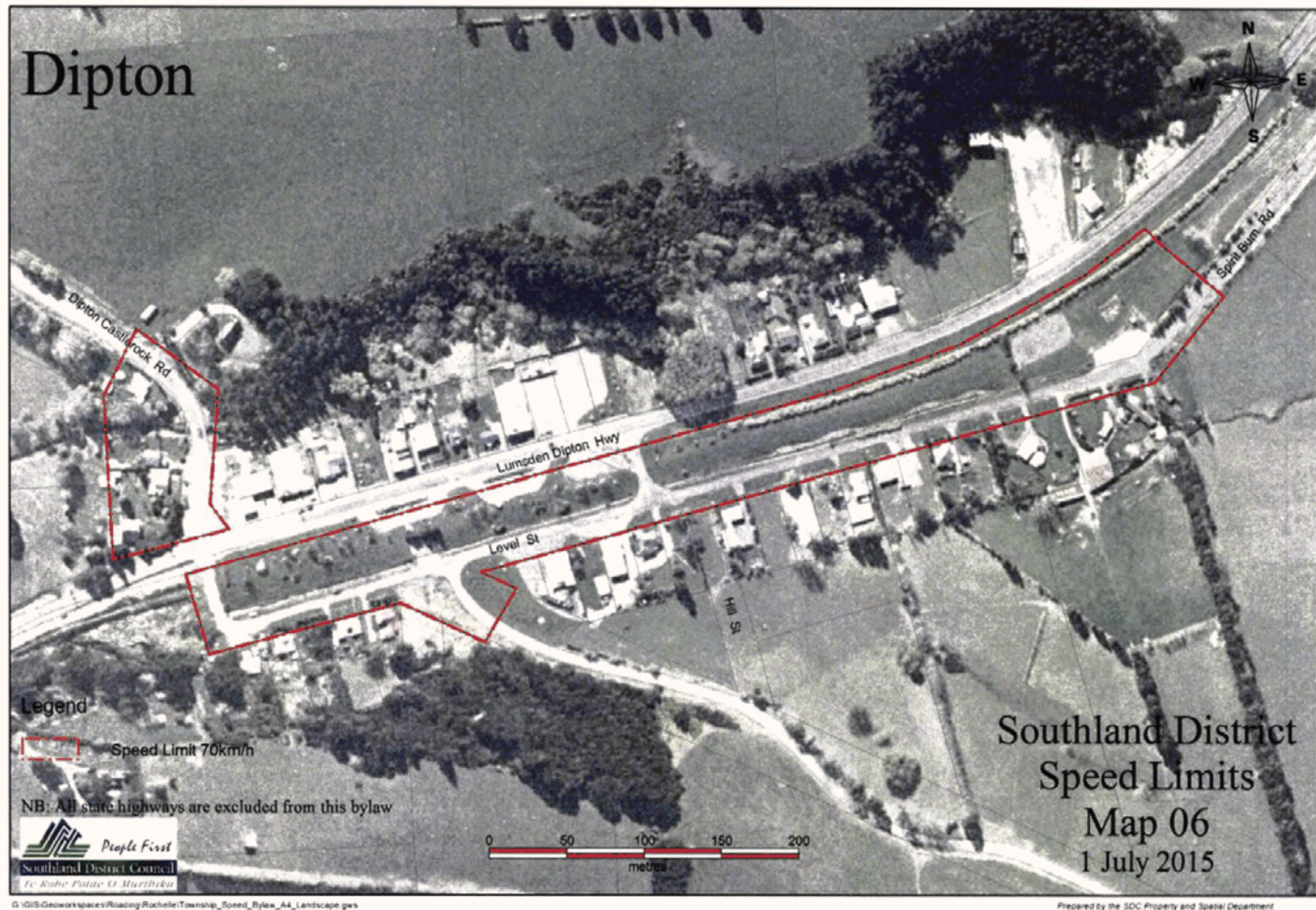














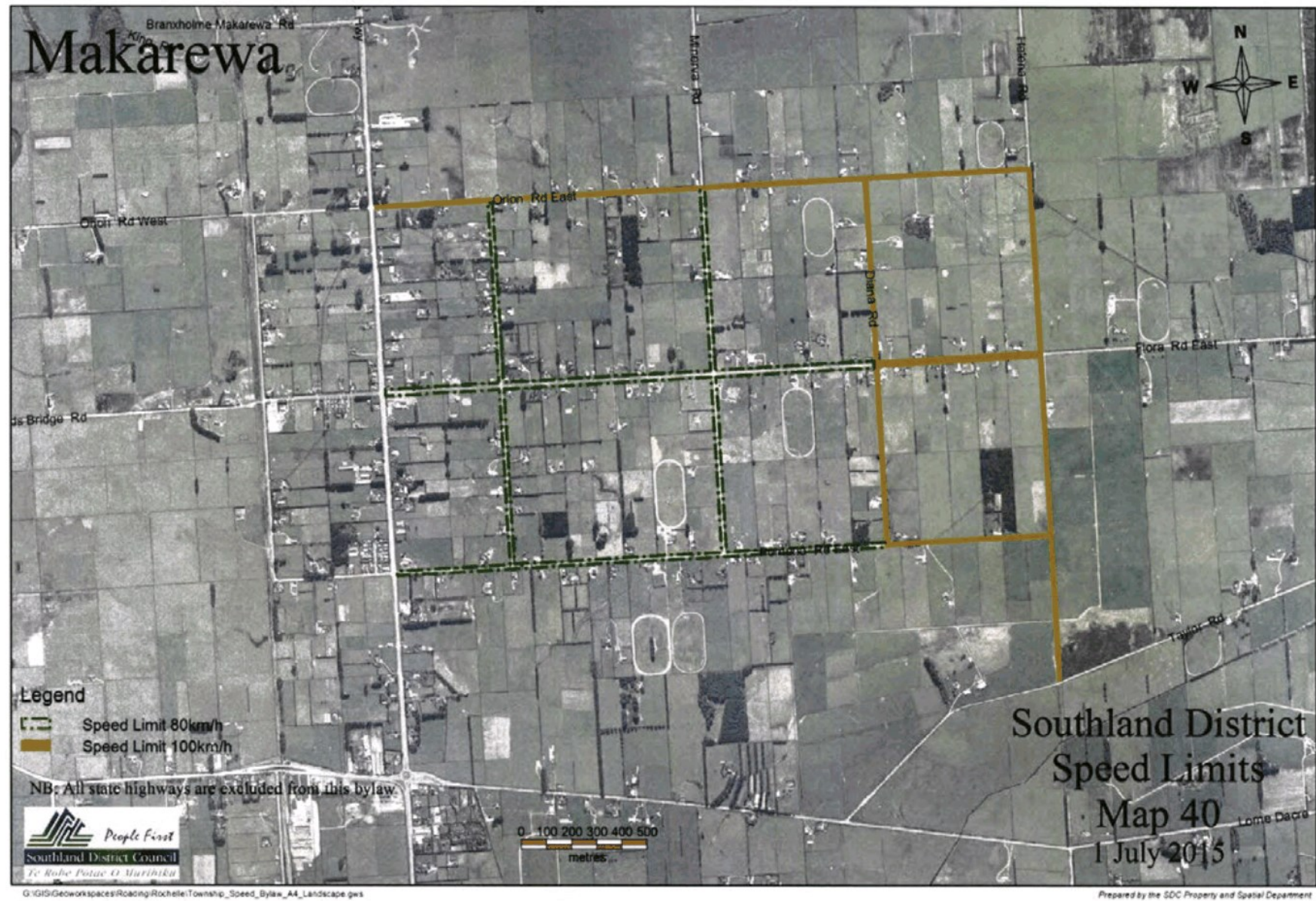














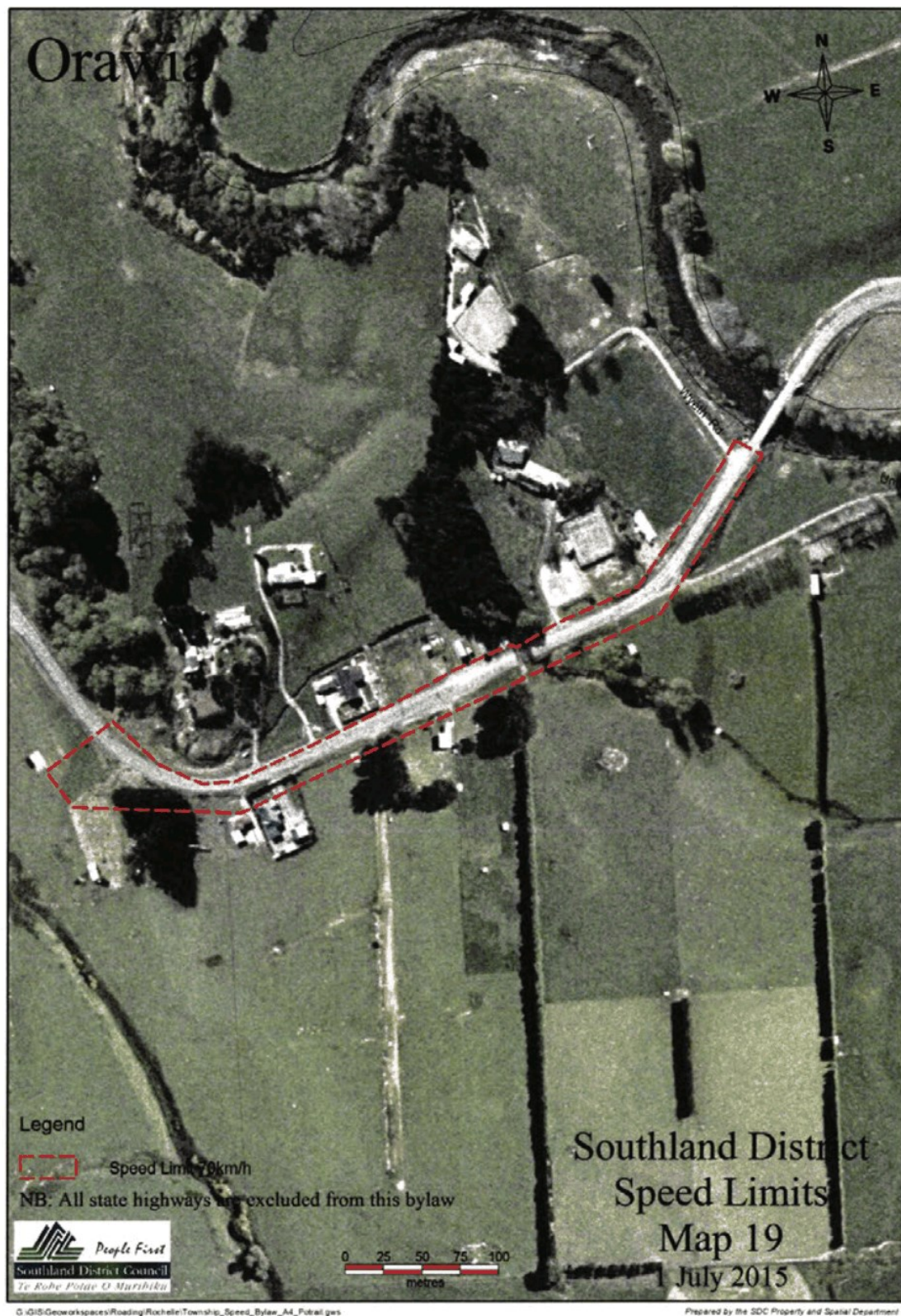


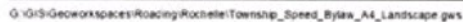










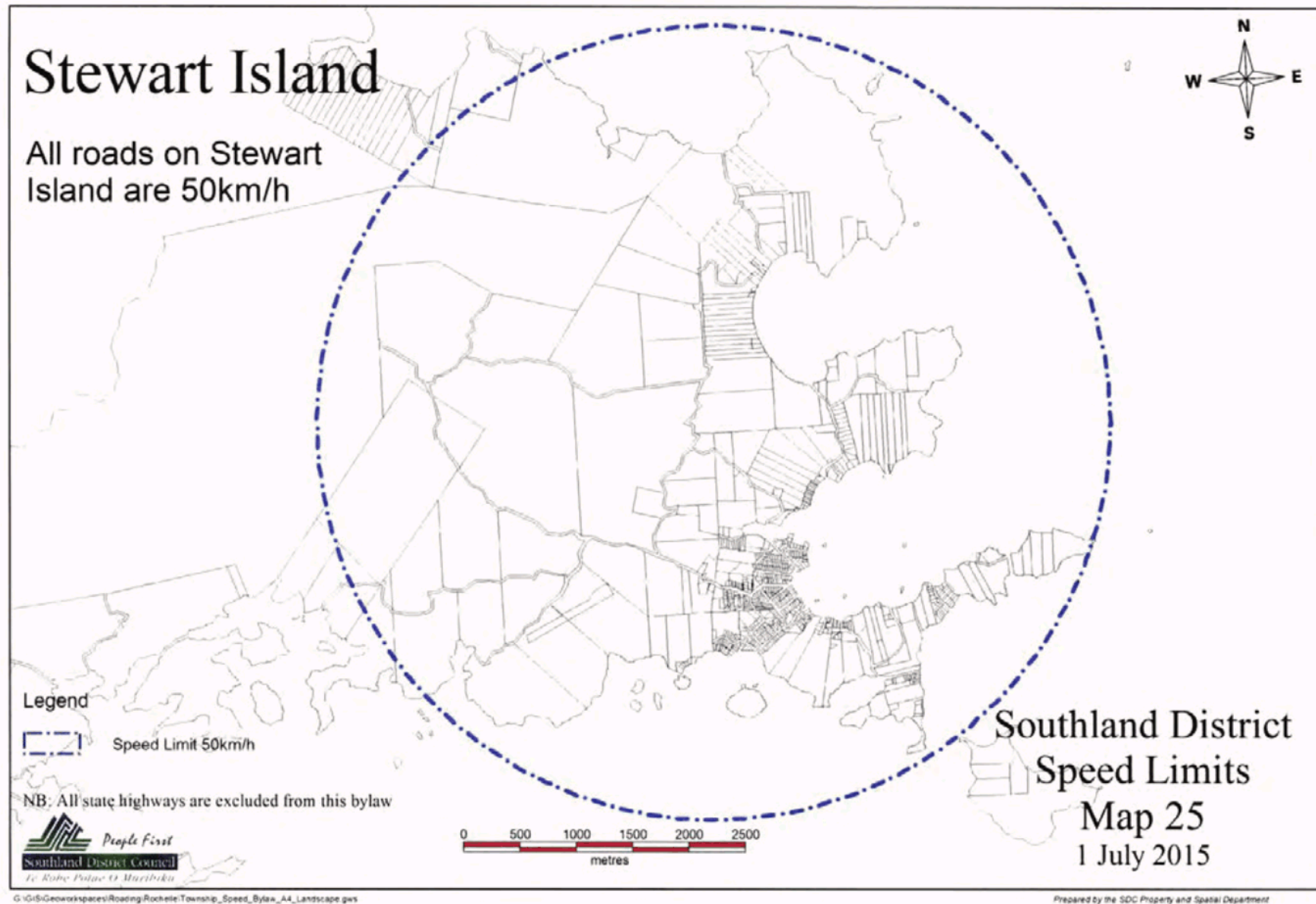










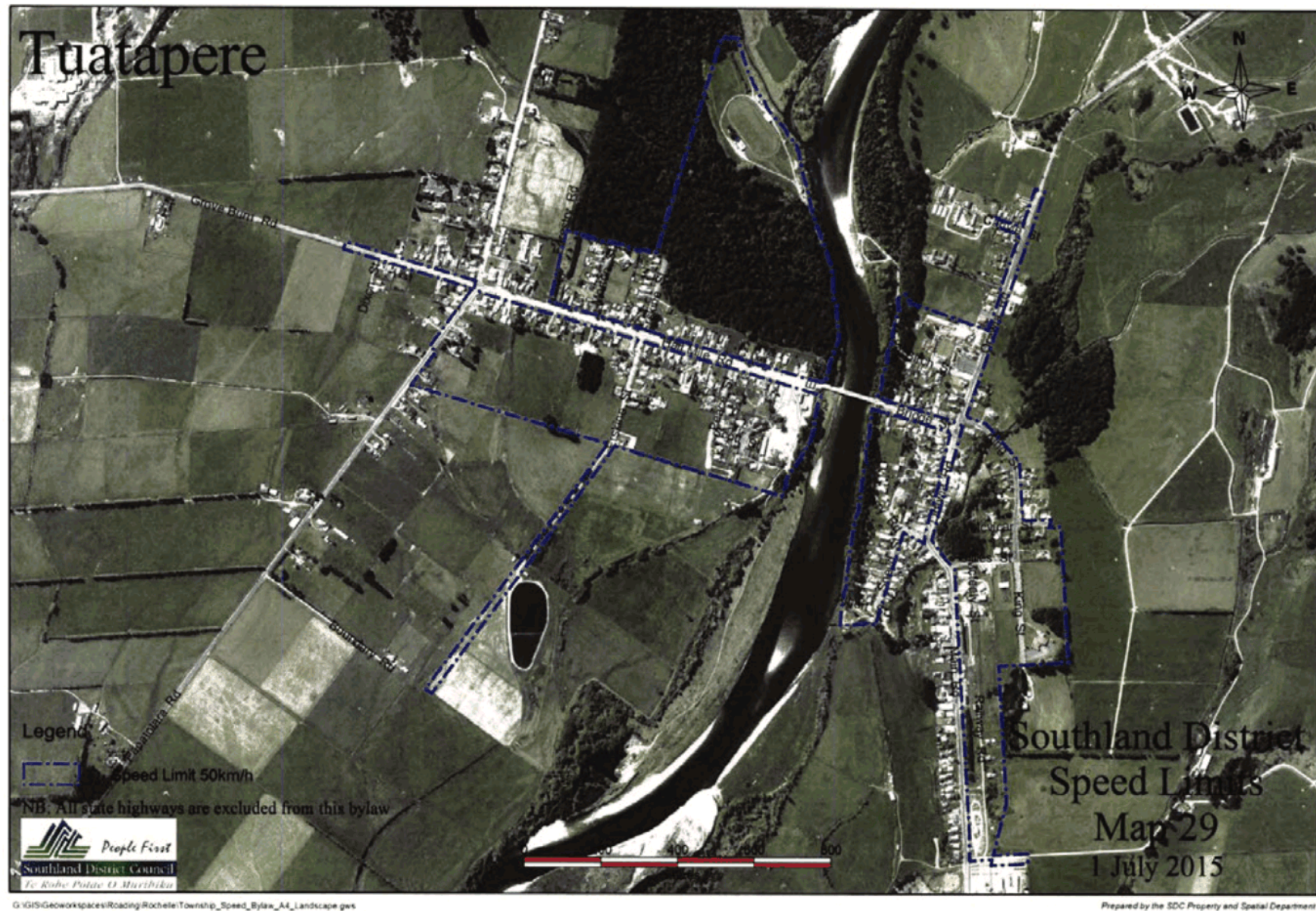


















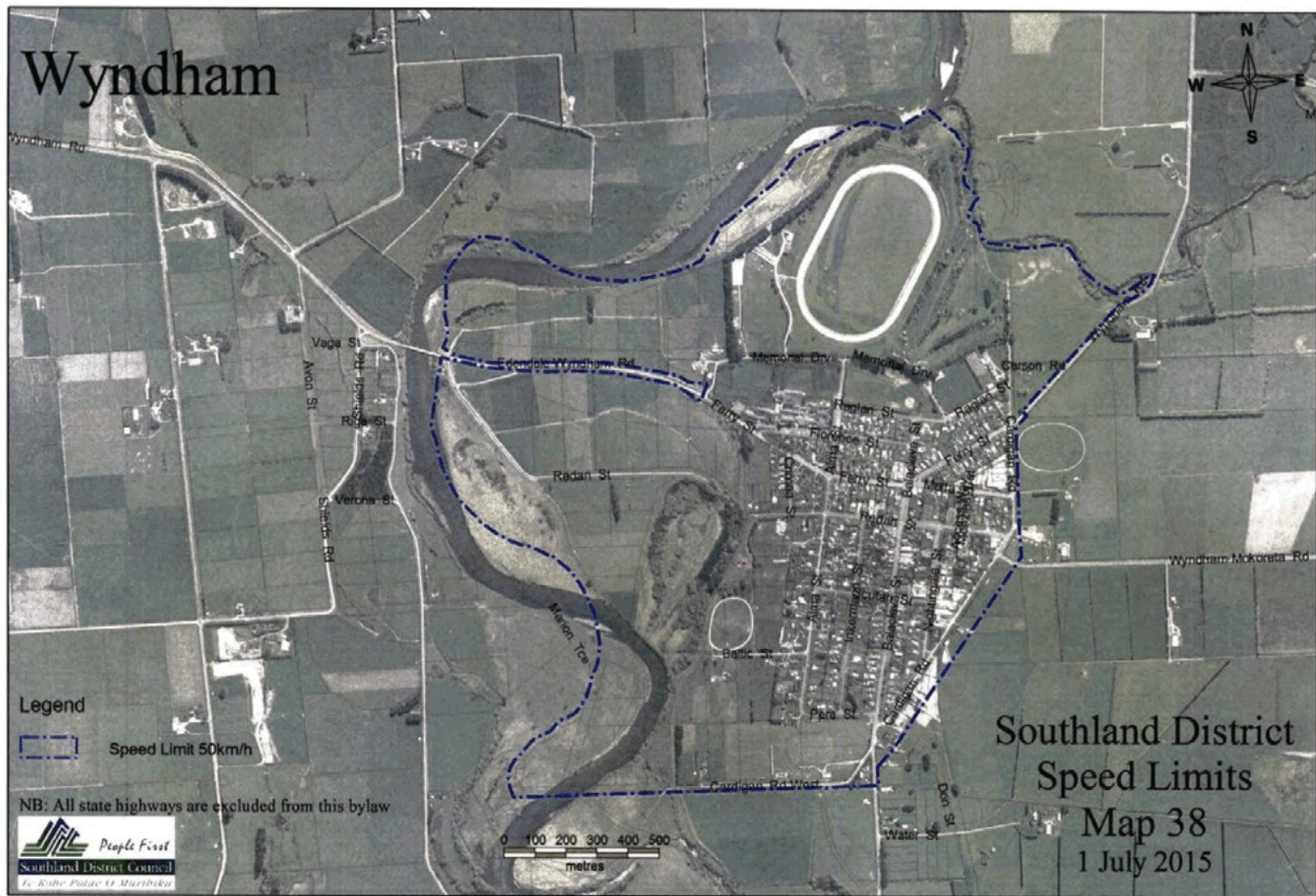














Southland District Council

Speed Limits Bylaw

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Document Revision

Date	Amendment	Amended by	Approved by	Approval date
2020	Original		Council	23 June 2020 – to come into effect 12 August 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.
- (b) This bylaw shall come into force on the 12th 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 and other enactment; and
- b) includes a section of a road

Speed limit

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

Urban traffic area

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

3. Purpose

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

4. Speed limits

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

5. List of 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

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 23 June 2020.

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

}

MAYOR

CHIEF EXECUTIVE

8. Schedules

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 map 7 and 63 and identified in the legend as being 20 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 7 and 63 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	
30 km/hr	At Orepuki: All roads as marked on map 36 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	
30 km/hr	At Manapouri: All roads as marked on map 23 and 24 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	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)
30 km/hr	At Riverton: All roads as marked on map 41 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Roadway 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 map 44 and 45 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
30 km/hr	At Mavora Lakes: All roads as marked map 31, 32 and 64 and identified in the legend as being 30 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 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	At Athol: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Southland District Council Roading Bylaw 2001, Appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Balfour: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Clifden: All roads except state highways within the area marked on 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	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	referenced in the appropriate schedule of the bylaw.			
50 km/hr	At Colac Bay: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	
50 km/hr	At Curio Bay: All roads except state highways within the area marked on map 7 and 63 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.	12 August 2020	Speed Limits Bylaw	
50 km/hr	At Dipton: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	At Edendale: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Garston: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Lumsden: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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)
50 km/hr	At Manapouri: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Monowai: All roads except state highways within the area marked on 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..	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Mossburn: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	At Nightcaps: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Ohai: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Orepuki: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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)
50 km/hr	At Otautau: All roads except state highways within the area marked on 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.	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
50 km/hr	At Piano Flat: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Riversdale: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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)
50 km/hr	At Riverton: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Stewart Island: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 4 August 1977, No. 83, page 2142. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Te Anau: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 12 February 1987, No. 20, page 715. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	At Thornbury: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Tuatapere: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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
50 km/hr	At Waikaia: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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)
50 km/hr	At Wallacetown: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 3 March 1983, No. 26, page 572. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Winton: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
50 km/hr	At Woodlands: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 26 May 1988, No. 89, page 2165. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
50 km/hr	At Wyndham: All roads except state highways within the area marked on 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.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 24 August 1978, No. 73, page 2371. Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015

Schedule 5 - 60 km/hr

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

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
60 km/hr	At Balfour:	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads as marked on map 2 and identified in the legend as being 60 km/hr.			
60 km/hr	At Browns: All roads as marked on map 4 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Roadway 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 map 8 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Drummond: All roads as marked on map 9 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Fortrose: All roads as marked on map 11 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Garston: All roads as marked on map 12 and 15 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2015
60 km/h	At Gorge Road: All roads as marked on map 13 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 6 April, 1967, No. 21, page 527.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
				Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
60 km/h	At Hauroko: All roads as marked on map 16 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/h	At Limehills: All roads as marked on map 18 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60km/h	At Lochiel: All roads as marked on map 65 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60km/hr	At Lower Hollyford: All roads as marked on map 19 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
60 km/hr	At Te Anau: All roads marked on map 44 and identified in the legend as being 60 km/hr	12 August 2020	Speed Limits Bylaw	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 map 48 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 30 April 1992, No. 60, page 1232.

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
				Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
60 km/hr	At Tokanui: All roads as marked on map 49 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Waianiwa: All roads as marked map 52 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Waikawa: All roads as marked on map 54 and 55 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
60 km/hr	At Waimahaka: All roads as marked map 56 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	
60 km/hr	At Wairio: All roads as marked on map 58 and identified in the legend as being 60 km/hr.	12 August 2020	Speed Limits Bylaw	

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 map 6 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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
70 km/h	At Curio Bay: All roads as marked on map 7 and 63 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	Notice in the New Zealand Gazette, 21 February 2002, No. 16, page 483. Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
				Southland District Council Speed Limits Bylaw 2015
70 km/h	At Dipton: All roads as marked on map 8 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 10 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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
70 km/hr	At Makarewa Junction: All roads as marked on map 22 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	
70 km/hr	At Manapouri:	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads except state highways within the area marked on map 23 and 24 and identified in the legend as being 70 km/hr.			
70 km/hr	At Mossburn: All roads as marked on map 30 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 34 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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	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 map 59 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 60 and identified in the legend as being 70 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 4 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	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 Curio Bay: All roads as marked on map 7 and 63 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	

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 map 9 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	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 map 11 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80km/hr	At Haldane: All roads as marked on map 7, 14, 37, 42 and 63 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80km/hr	At Hauroko: All roads as marked on map 16 and 17 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80km/hr	At Limehills: All roads as marked on map 18 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007 Southland District Council Speed Limits Bylaw 2015
80km/h	At Lochiel: All roads as marked on map 65 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80 km/hr	At Makarewa: All roads as marked on map 21 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 2 2007

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
				Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Mavora Lakes: All roads as marked on map 5, 26, 27, 31, 32 and 64 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80 km/hr	At Monowai: All roads as marked on map 28 and 29 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80 km/hr	At Te Anau: All roads as marked on map 47 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Speed Limits Bylaw 2005 - Amendment No. 1 2005 Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Tokanui: All roads as marked on map 49 and 50 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	
80 km/hr	At Waikawa: All roads as marked on map 54 and 55 and identified in the legend as being 80 km/hr.	12 August 2020	Speed Limits Bylaw	Southland District Council Roadway Bylaw 2001, appendix 3 Southland District Council Speed Limits Bylaw 2005 Southland District Council Speed Limits Bylaw 2015
80 km/hr	At Waipapa Point:	12 August 2020	Speed Limits Bylaw	

SPEED LIMIT	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT(S)
	All roads as marked on map 57 and identified in the legend as being 80 km/hr.			

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	<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>	12 August 2020	<p>Clause 3.4(2)</p> <p>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

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





















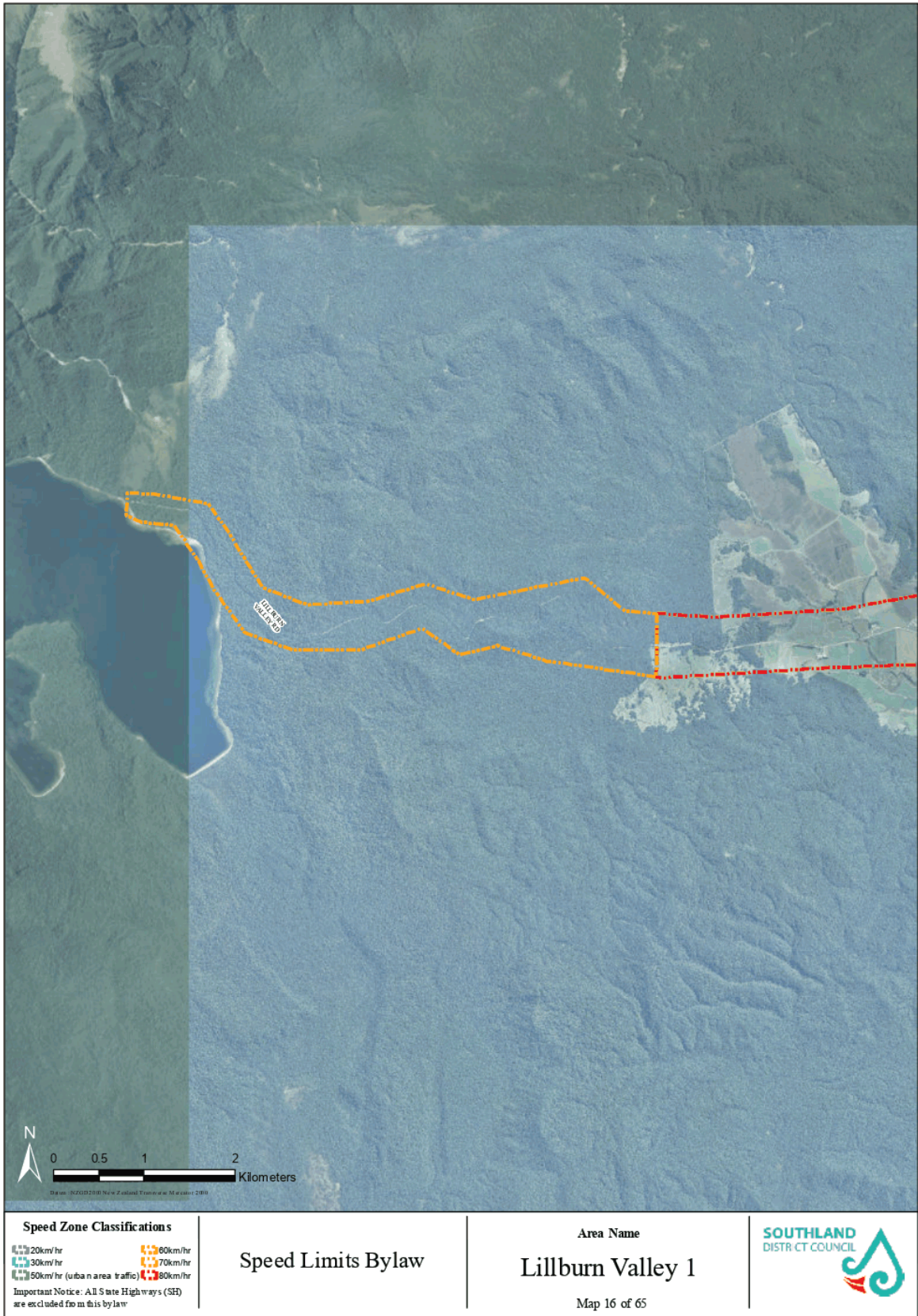






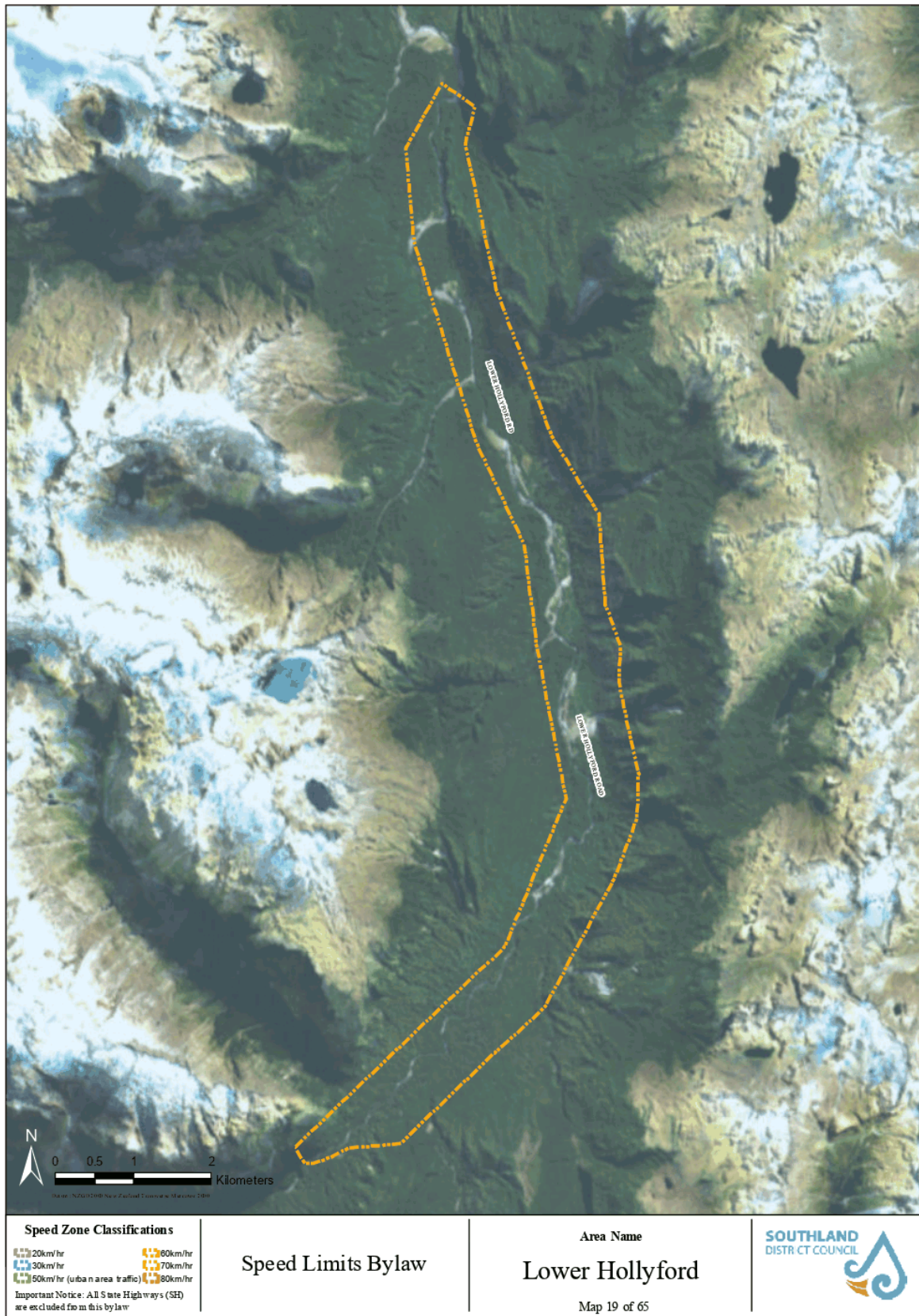




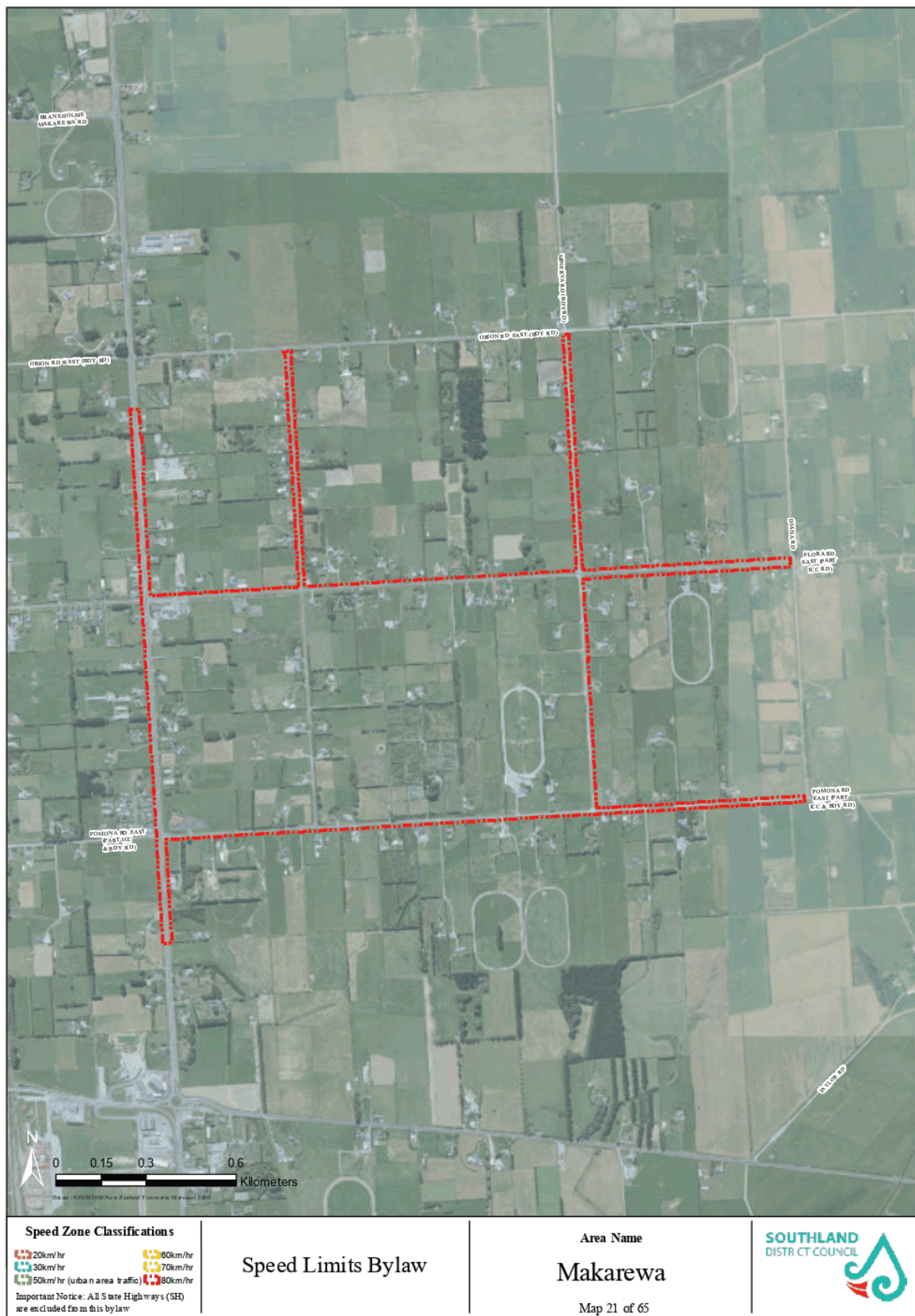


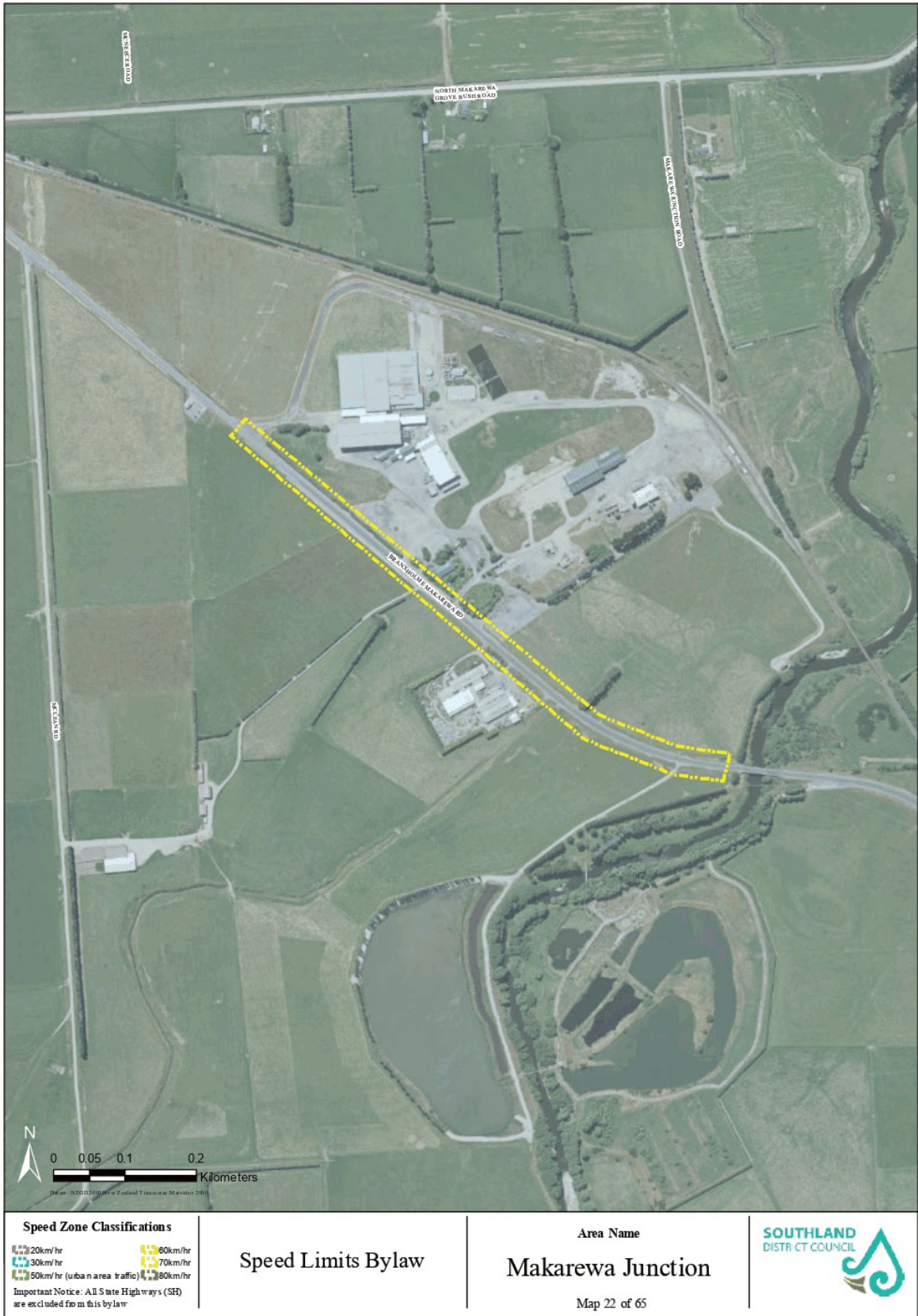


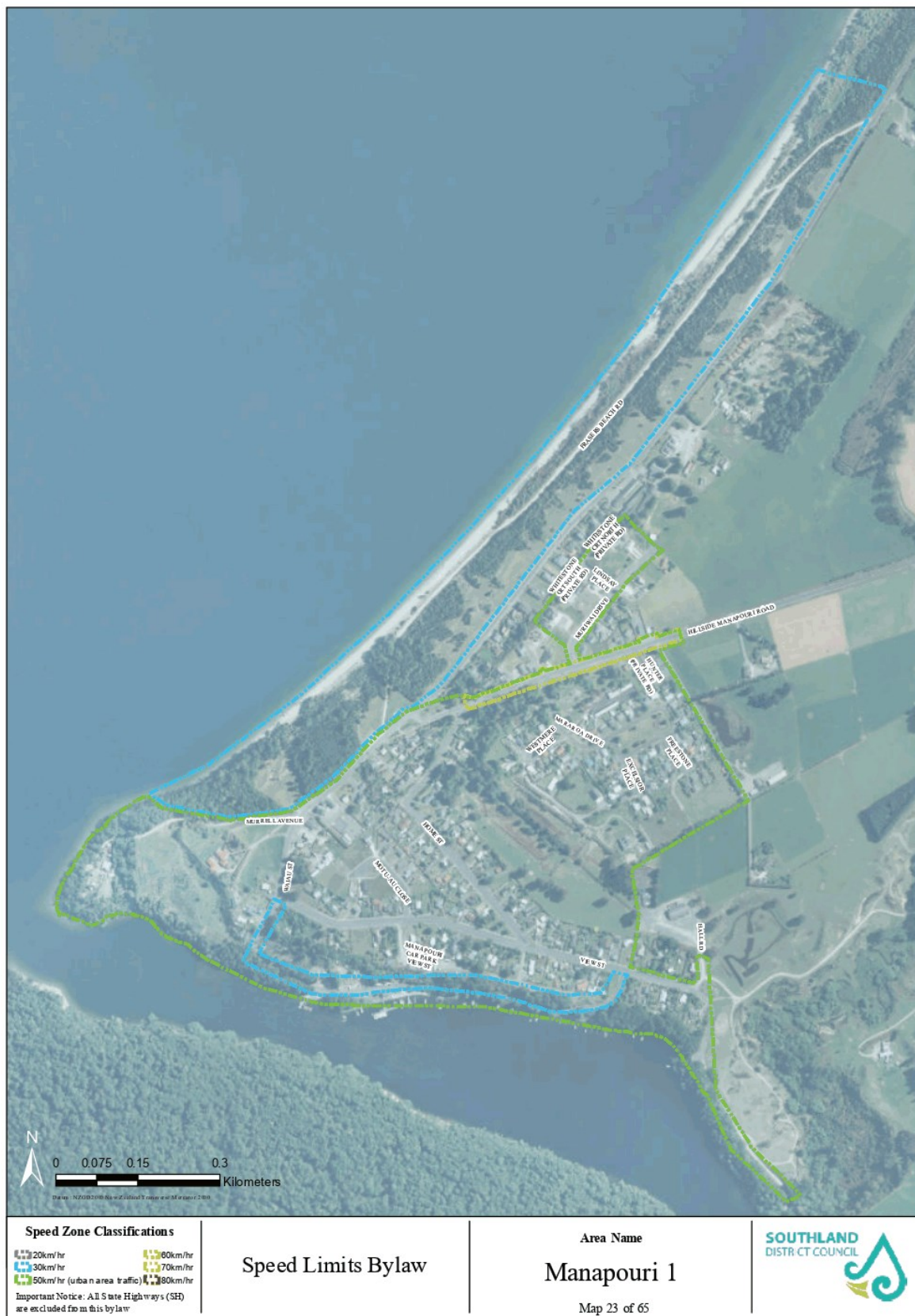






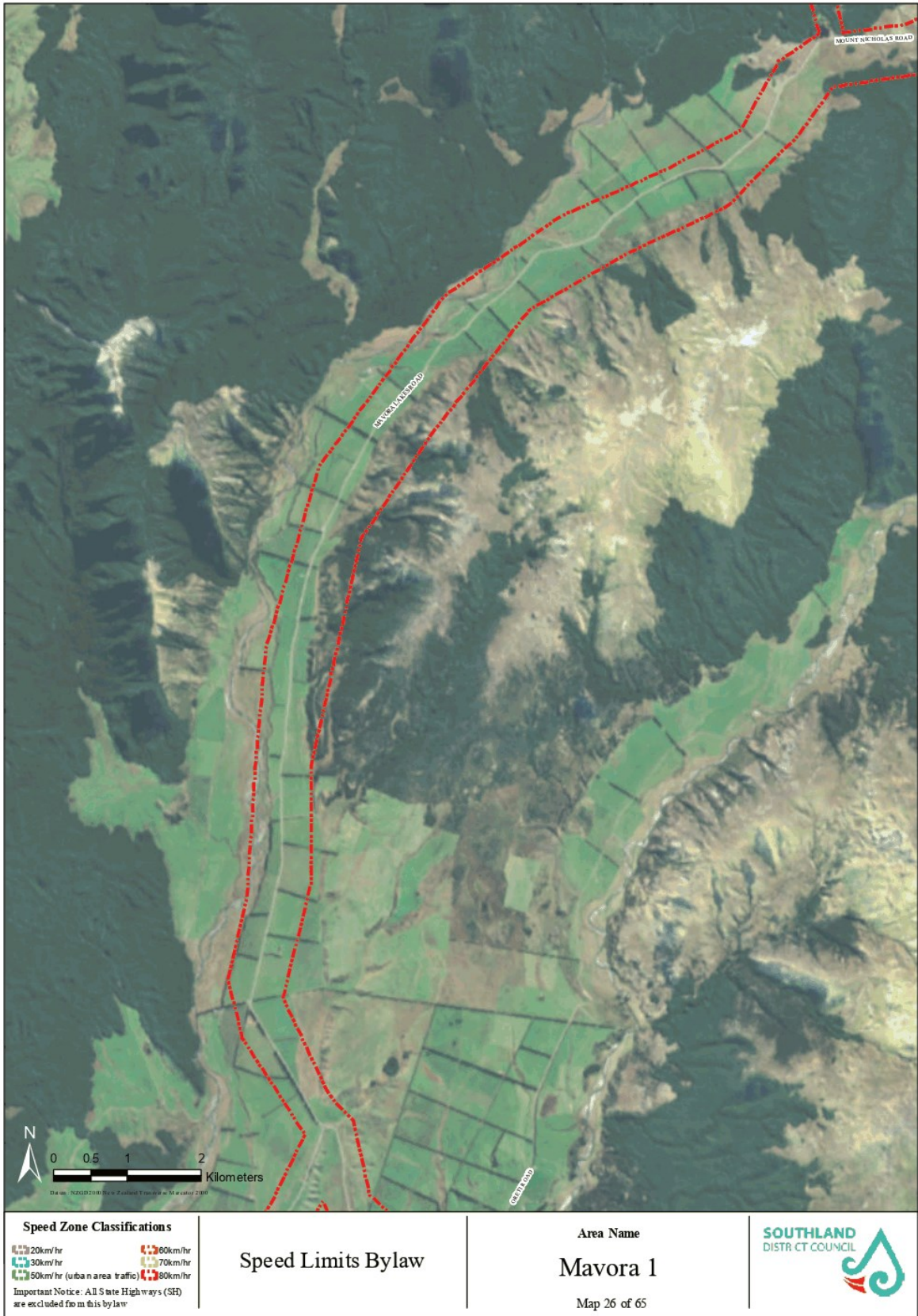






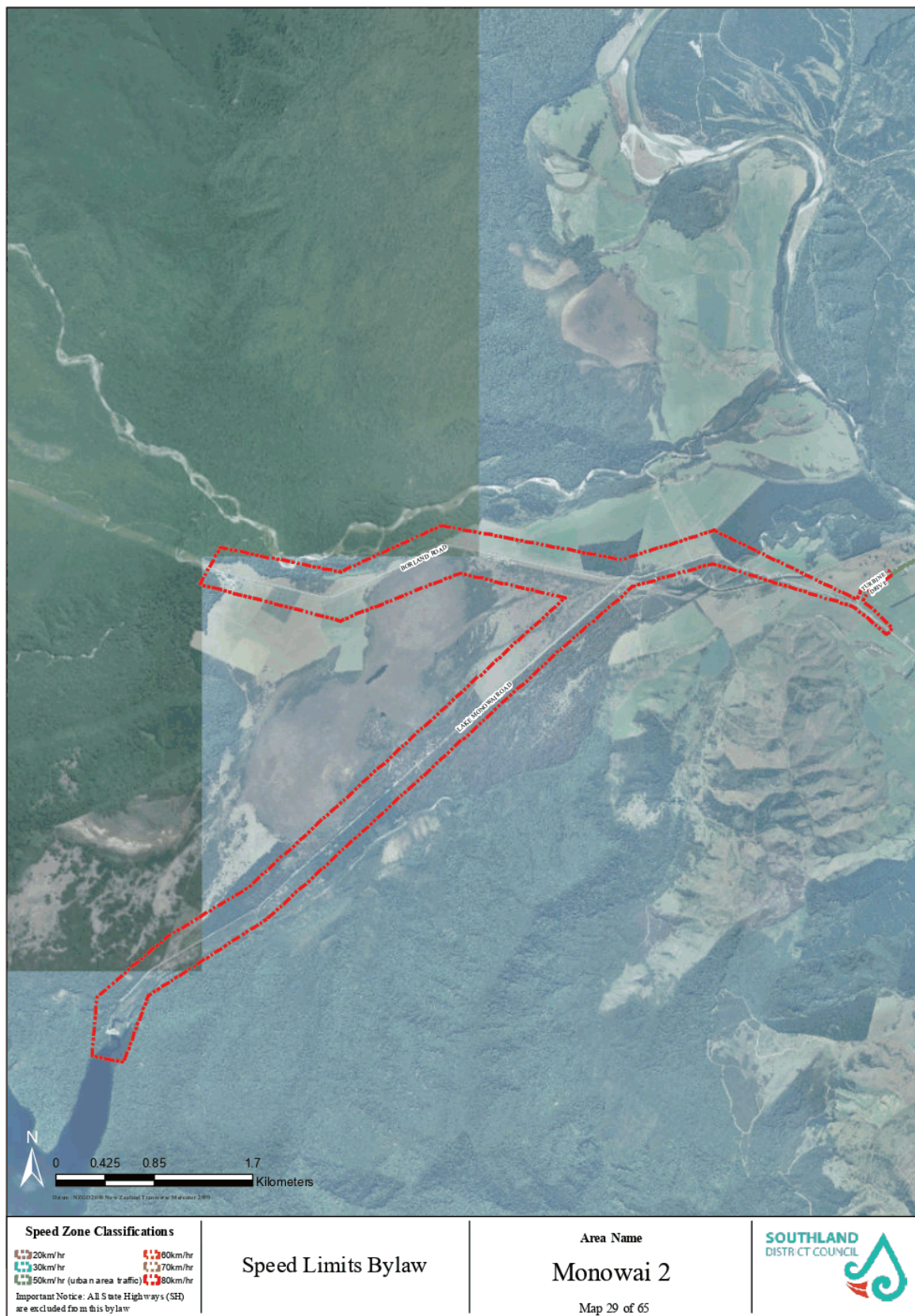






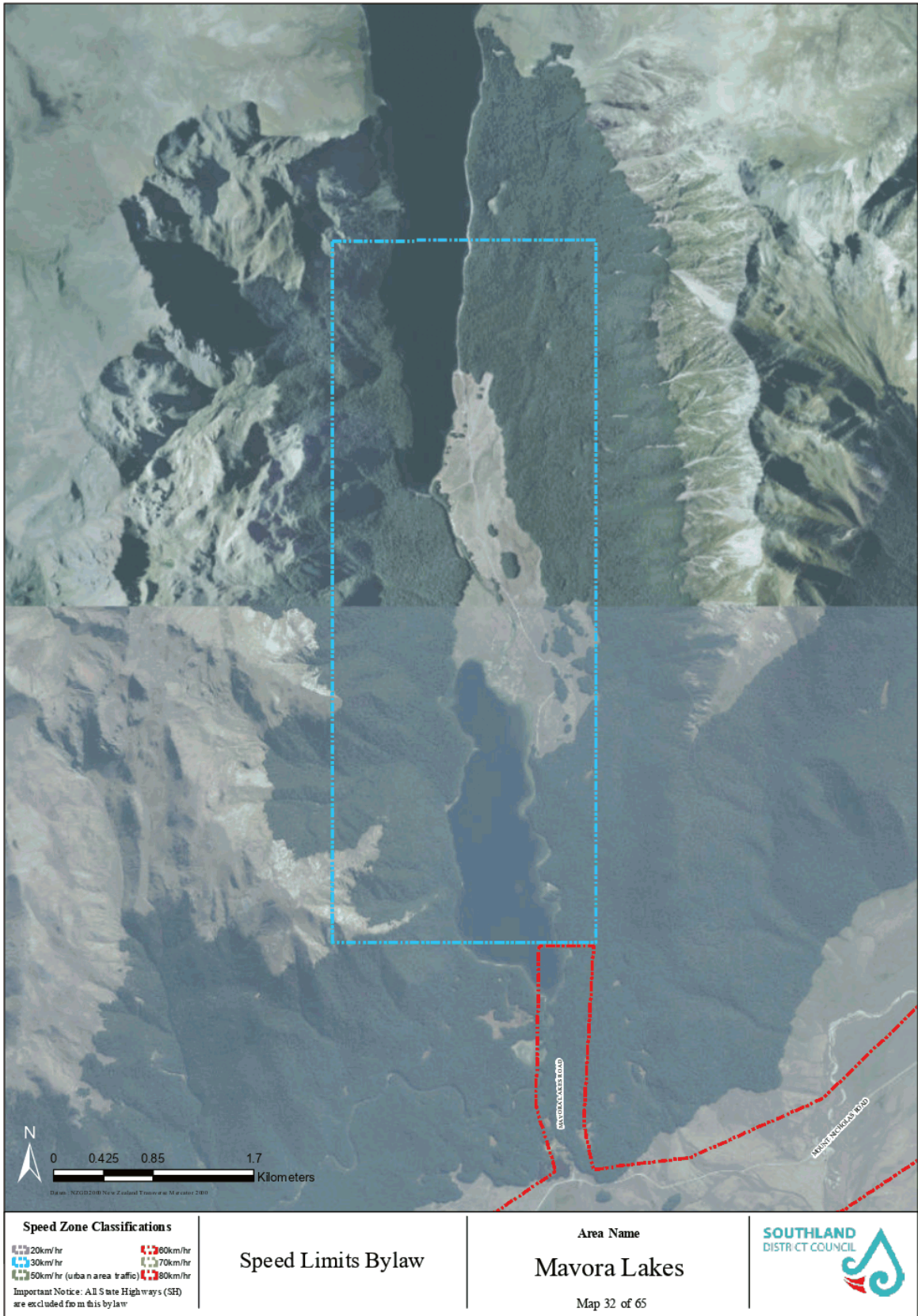
































































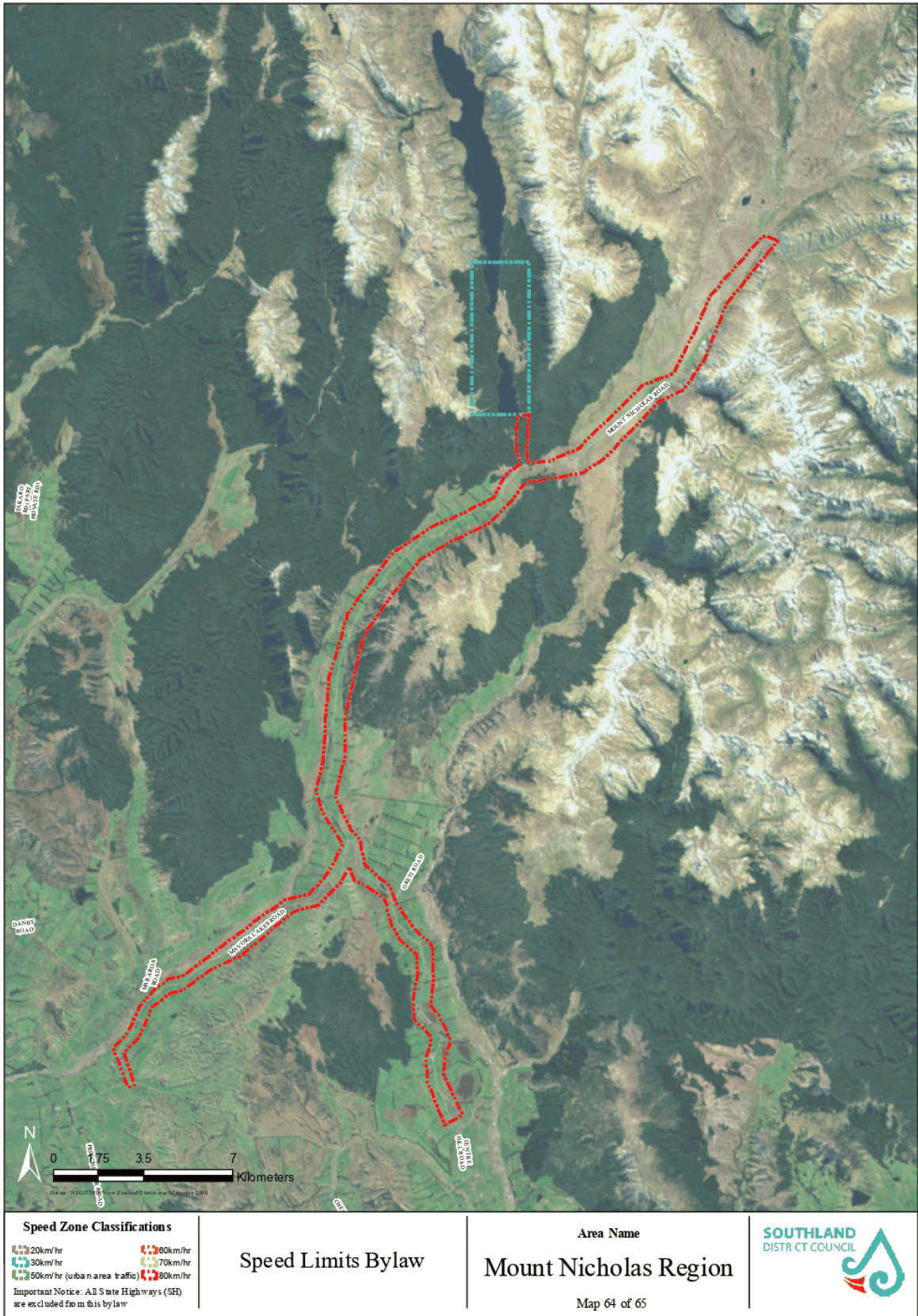














Risk management - adoption of revised risk register

Record No: R/20/5/12039

Author: Jane Edwards, Policy Analyst

Approved by: Rex Capil, Group Manager Community and Futures

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to:
 - a) inform Council of the significant strategic and corporate risks for the June 2020 quarter.
 - b) seek adoption of Council's revised top strategic risks with a proposed operational date of 1 July 2020

Executive Summary

- 2 The executive leadership team (ELT) have reviewed the status of the 10 primary strategic risks endorsed by Council and these were presented to the committee for the June quarterly risk management update. This update included a comprehensive evaluation of each risk, any current and proposed mitigations, and the residual risk assessment for each.
- 3 The committee oversees the corporate risk register and actively monitors the management of the top priority risks.
- 4 Following consideration at its meeting on 22 June 2020, the committee stated it had confidence in the management of the priority risks to Council for the current quarter.
- 5 After each review, the committee is required to inform Council, for information purposes, the risks with thresholds that are currently assessed as high or very high.
- 6 Six of the ten primary risks are assessed as high or very high and details of these are included as attachment A.
- 7 The latest review of the risk register priority weightings took place on 10 February 2020 and the top strategic and corporate risks are presented as attachment B.
- 8 The matrices used to assess the risks are included for information as attachment C.
- 9 This report recommends Council adopt the revised top strategic risks to become operational with a proposed date of 1 July 2020.

Recommendation

That the Council:

- a) **Receives the report titled “Risk management - adoption of revised risk register” dated 18 June 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) **Adopt the revised top strategic risks as follows to become effective 1 July 2020:**
 - 1. **Inaccurate data leads to bad decisions/asset failure**
 - 2. **Underinvestment in infrastructure**
 - 3. **Infrastructure not fit for purpose to withstand climate change**
 - 4. **Inadequate, incomplete or lack of strategy/policy impacts the wellbeing of the District**
 - 5. **Natural or biosecurity event impacts the wellbeing of the District**
 - 6. **Health and safety controls fail to protect staff and contractor safety**
 - 7. **Financial conservatism constrains progress towards strategic objectives**
 - 8. **Difficulty retaining or recruiting staff affects service levels**
 - 9. **Over-commitment leads to inability to deliver agreed work programme**
 - 10. **Growth and demand dependent model makes it hard to fund new infrastructure**

Background

- 10 The risk management framework (RMF) was adopted by Council in February 2019. This framework supports risk management literacy across Council so that risk management can be understood, planned for and mitigated across all levels and activities.
- 11 As part of the RMF, Council’s 10 priority strategic and corporate risks were identified and endorsed in February 2019 and these form the basis of the Finance and Audit Committee Quarterly Risk Report including the risk register.
- 12 The top 10 priority risks endorsed by Council are jointly owned by the ELT who are responsible for undertaking a comprehensive review the status of the risks, and any emerging operational risks, on a quarterly basis.
- 13 The ELT review is incorporated into the risk management update report which is presented to the committee for consideration each quarter. Following feedback from the committee, the risks categorised as very high and high are required by the RMF to be reported to the next Council meeting.

Overview of Council's Highest Strategic Risks

- 14 The summary of risks, presented to Council as attachment A, lists the six risks categorised as high or very high for the June 2020 quarter.
- 15 Risks are ranked in accordance with their priority weighted scoring from highest to lowest. The risk scorings were assessed at the workshops facilitated by an external contractor, Structured Conversations, in October 2018.
- 16 Each threshold is given after analysis of the impact of each potential risk, the consequence level, and an assessment of the likelihood of it happening.
- 17 The status of each risk gives an indication of whether the mitigations listed are assessed as causing the threshold to rise, lower or remain in place.
- 18 Six of the ten primary risks to Council are categorised as high or very high. These risks have received comprehensive analysis from the ELT and have been presented to the committee who stated their satisfaction that the risks were being appropriately monitored and managed.
 - four risks are assessed as having a current risk threshold of very high. The target threshold for each of these is assessed as reducing to high as a result of the mitigations currently in place
 - two risks are assessed as having a current threshold of high. The target threshold for one of these is assessed as reducing to medium as a result of the mitigations currently in place. One risk remains at high.
 - one risk threshold has increased. Risk 2 – inaccurate data – has had its pre-mitigation threshold raised from high to very high. This follows discussion of the consequence of data collection not being seen as a core service of Council. The consequence of the aspect of this risk being realised has been assessed as Major/catastrophic and as a result this has increased the risk threshold.
 - the status of three risks is assessed as 'worsening'. While only risk 2 has had an increase in risk threshold from high to very high, risks 5 and 9 are reflecting aspects of the COVID-19 situation that are currently being realised and which are under watching brief. The risk thresholds for these two risks have not changed due to mitigations currently in place or where the COVID-19 impacts do not have consequences higher than those already reflected elsewhere in the risk.

Revised priority weightings

- 19 The ELT met on 24 February 2020 to undertake a review of the priority scorings of Council's top corporate and strategic risks.
- 20 As a living document, the risk management framework (the RMF) requires the ELT to review the priority scorings on a six-monthly basis to ensure the risks that make up the top corporate and strategic register are relevant and current.
- 21 The ELT reviewed, in ranked order, the ten priority risks on the current risk register. These risks had weighted scores previously assessed at a workshop in October 2018 and had elected member and staff input.

- 22 The review was undertaken in line with the process outlined in the RMF which states the five priority criteria that each risk must be assessed against in order to be assigned a weighted score. These are as follows:
- the potential for at-fault death
 - the potential for financial disaster
 - the threat to Long Term Plan objectives
 - the level of influence over drivers or outcomes
 - the immediate impact of treatment or control
- 23 The top strategic and corporate risks and their revised risk priority scorings are attached to this report as attachment B.
- 24 ELT consideration was also given to those risks ranked as 11-17 in the previous assessment to see whether any one of these should be considered as ranking higher than those listed as risks 1-10. The impacts of the COVID-19 pandemic occurred subsequent to the February workshop and necessitated the prompt consideration of Risk 14 (Natural or biosecurity event impacts the wellbeing of the District) in view of the risk being realised. This assessment was undertaken by the ELT at a workshop 25 May 2020.
- 25 The reviewed weighting of this risk and the inclusion of the emergent strategic deficit risk has resulted in the risks currently ranked ninth and tenth being displaced from the revised top ten strategic risks.
- 26 The revised top ten strategic risks were considered and approved by the committee at its meeting 22 June 2020
- 27 Following consideration at its meeting on 22 June 2020, the committee recommended that Council adopts the revised top strategic risks with an operational date of 1 July 2020.

Analysis

Options Considered

Staff have identified two practical options for Council to consider:

Option 1 – Council adopts the revised top strategic risks to become operational on 1 July 2020

Option 2 – Council recommends another way forward

Analysis of Options

Option 1 – Council adopts the revised top strategic risks to become operational 1 July 2020

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• this will ensure the continued high level of scrutiny on risks that are currently considered most important to Council• this approach is consistent with the risk management reporting to date• this approach is in line with the risk management framework	<ul style="list-style-type: none">• No known disadvantages

Option 2 – Council recommends another way forward

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• this will give clarity as to Council's preferred direction for risk management and reporting	<ul style="list-style-type: none">• changing the risk management reporting process may have implications for the clear focus on what Council's top strategic risks are• this approach would not be consistent with the risk management framework

Recommended Option

- 28 Staff recommend option 1 - that Council adopts the revised top strategic risks with an operational date of 1 July 2020.

Next Steps

- 29 On 1 July 2020, staff will begin the review process for the upcoming quarter and an assessment of the priority strategic risks will be presented to a committee of Council at its meeting in September 2020.

1

Attachments

- A Risk register - Council - June 2020 quarterly update [↗](#)
B Council's top strategic risks and revised priority scores [↗](#)
C Risk management framework - risk matrices [↗](#)

Council – Quarterly risk update June 2020

KEY:

CONSEQUENCE	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
LIKELIHOOD	RARE	UNLIKELY	POSSIBLE	LIKELY	HIGHLY LIKELY
THRESHOLD		LOW	MEDIUM	HIGH	VERY HIGH
STATUS		IMPROVING	STATIC	WORSENING	

RISK 1	Underinvestment in infrastructure			Weighted score: 4.10	Status: Improving
DESCRIPTION	Failure to maintain infrastructure that has the capacity and capability needed to meet an agreed level of service				
PRE TREATMENT	Consequence:	Major/Catastrophic	Likelihood:	Possible	
CURRENT THRESHOLD	VERY HIGH				
CURRENT MITIGATIONS	<ul style="list-style-type: none">• allocation of appropriate funding and resources to deliver the prioritised work plan identified through the Infrastructure Strategy and the Activity Management Plan process• development of a prioritised programme to address deficits to an acceptable level over time is underway• development of established minimum levels of service (LoS) for community facilities currently underway• business continuity planning• E-delivery project and regular updating of IT equipment• Council buildings assessed as fit for purpose• review of austerity options being undertaken to identify changes to levels of service and risks associated				
POST TREATMENT	Consequence:	Major/Catastrophic	Likelihood:	Unlikely	
TARGET THRESHOLD	HIGH				
PROPOSED MITIGATIONS	<ul style="list-style-type: none">• look to ‘quantify’, in descriptive and financial terms, the extent of the deficit in different asset and service areas• set targets for 2021 Long Term Plan and beyond				



	<ul style="list-style-type: none">• assessment of risk thresholds in different service areas to be undertaken by the executive leadership team and group managers• allocation and delivery of appropriate funding and resources to deliver the prioritised work programme identified through the Infrastructure Strategy and work plan• development of a prioritised programme to address deficits to an acceptable level over time is underway
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RISK 2	Inaccurate data leads to bad decisions/asset failure	Weighted score: 3.90	Status: Worsening
DESCRIPTION	Council does not have the data and information it needs to make informed decisions		
PRE TREATMENT	Consequence: Major/Catastrophic	Likelihood: Likely	
THRESHOLD	VERY HIGH		
CURRENT MITIGATIONS	<ul style="list-style-type: none"> • review and prioritisation of data analytics • systems integration • community facilities implementing asset management data tool • Master Data Specifications for Council • contract alignment to asset management processes • improve internal cost estimation process • ensure communication with communities is appropriate and accurate throughout identified project milestones • ensure staff are trained and supported to adequately use the tools they have available 		
POST TREATMENT	Consequence: Major/Catastrophic	Likelihood: Unlikely	
TARGET THRESHOLD	HIGH		
PROPOSED MITIGATIONS	<ul style="list-style-type: none"> • create process for independent review and independent reconciliation • Infor Public Sector (IPS)/Geographic Information System (GIS) management process to be established • consolidated data team with Business Analyst & GIS resources • look at reporting options through JDE accounting tool to enable managers to assess summary to detail information easily 		



RISK 4	Health and safety controls fail to protect staff and contractor safety		Weighted score: 3.20	Status: Improving
DESCRIPTION	Systems processes and controls fail to protect our workers			
PRE TREATMENT	Consequence:	Catastrophic	Likelihood:	Possible
THRESHOLD	VERY HIGH			
CURRENT MITIGATIONS	<ul style="list-style-type: none"> • comprehensive audit framework • ensure correct procurement/contractor induction processes in place for all project work • use of assessment methodology to identify the potential corrective actions required • training and education of contractors • pre-qualification process for contractors which ensures that their systems and processes are up to date • appropriate health and safety controls in response to lockdown requirements 			
POST TREATMENT	Consequence:	Catastrophic	Likelihood:	Unlikely
TARGET THRESHOLD	HIGH			
PROPOSED MITIGATIONS	<ul style="list-style-type: none"> • site observations of contractors undertaken by all contract managers and activity managers • GPS to be introduced in all Council vehicles in 2020 • introduction of fatigue guidelines and a drug and alcohol policy • creation of a wellbeing programme 			

RISK 5	Over commitment and work programme		Weighted score: 2.70	Status: Worsening
DESCRIPTION	Unable to deliver the organisations's agreed work programme			
PRE TREATMENT	Consequence:	Moderate	Likelihood:	Highly likely
THRESHOLD	HIGH			
CURRENT MITIGATIONS	<ul style="list-style-type: none"> • executive leadership team to ensure work programme is deliverable, achievable and resourced • create an understanding/recognition of purpose and roles/responsibilities that come with Long Term Plan • understand capacity and capability and ensure realistic commitments • ensure adequate planning and correct resources, including contractors availability, for the achievement of the plan • use of CAMMs project management tool 			
POST TREATMENT	Consequence:	Minor	Likelihood:	Likely
TARGET THRESHOLD	MEDIUM			
PROPOSED MITIGATIONS	<ul style="list-style-type: none"> • implement robust team business planning processes • ensure adequate community engagement 			



RISK 6	Financial conservatism constrains progress towards strategic objectives		Weighted score: 2.60	Status: Improving
DESCRIPTION	Council's work programme and levels of service are constrained to conservative financial targets being set.			
PRE TREATMENT	Consequence:	Major	Likelihood:	Likely
THRESHOLD	VERY HIGH			
CURRENT MITIGATIONS	<ul style="list-style-type: none"> • work to understand prioritisation, delivery and affordability across the district that brings a greater understanding of generational responsibility • robust business cases, with clear strategic objectives, will help put projects in context of other works needed and help achieve strategic outcomes and transparency 			
POST TREATMENT	Consequence:	Major	Likelihood:	Possible
TARGET THRESHOLD	HIGH			
PROPOSED MITIGATIONS	<ul style="list-style-type: none"> • next Long Term Plan – what are the challenges for the next ten years? Identify financial requirements, levels of service and risk • better data needed to make good business decisions • investigate sources of revenue and funding 			

RISK 9	Growth and demand dependent model makes it hard to fund new infrastructure		Weighted score: 2.00	Status: Worsening
DESCRIPTION	Inability to access funding, despite increasing need, due to lack of eligibility			
PRE TREATMENT	Consequence:	Moderate	Likelihood:	Highly Likely
THRESHOLD	HIGH			
CURRENT MITIGATIONS	<ul style="list-style-type: none">• lobby available funding sources where appropriate• researching and identifying why and where Council is ineligible			
POST TREATMENT	Consequence:	Moderate	Likelihood:	Highly Likely
TARGET THRESHOLD	HIGH			
PROPOSED MITIGATIONS	<ul style="list-style-type: none">• consider the demand and need for new infrastructure – consideration to be given to whether replacement is 'like-for-like'			



Council's top strategic risks and priority weightings

23 June 2020

- reviewed and agreed by the executive leadership team Monday 25 May 2020
- endorsed by the finance and assurance committee 22 June 2020

RANK	RISK	CURRENT WEIGHTED SCORE / RANKING	PROPOSED WEIGHTED SCORE	RANK CHANGE
1	Inaccurate data leads to bad decisions/asset failure	3.90 / 2	3.50	↑
2	Underinvestment in infrastructure	4.10 / 1	3.40	↓
3	Infrastructure not fit for purpose to withstand climate change	3.35 / 3	3.00	↔
4	Inadequate, incomplete or lack of strategy/policy impacts the wellbeing of the District	NEW	2.85	NEW
5	Natural or biosecurity event impacts the wellbeing of the District	1.75 / 14	2.70	↑
6	Health and safety controls fail to protect staff and contractor safety	3.20 / 4	2.55	↔
7	Financial conservatism constrains progress towards strategic objectives	2.60 / 6	2.55	↑
8	Difficulty retaining or recruiting staff affects service levels	2.10 / 8	2.40	↑
9	Over-commitment leads to inability to deliver agreed work programme	2.70 / 5	2.30	↓
10	Growth and demand dependent model makes it hard to fund new infrastructure	2.00 / 9	2.00	↑

Risk management framework – risk matrices

CONSEQUENCE	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
STRATEGIC	No significant adverse public comment No impact on achievement of LTP objectives Key stakeholder relationships unaffected	Adverse comment in local or social media Letter to CEO, complaints to Councillors May slow achievement of LTP objectives Minor impact on key stakeholder relationships	National media coverage Will impact achievement of one or more LTP objectives Negative impact on key stakeholder relationships	National media coverage 2-3 days Will significantly impact the achievement of multiple LTP objectives Significant impact on multiple key stakeholder relationships	Coverage in national media 3+ days Commission of Inquiry/Parliamentary questions Stakeholder relations irreparably damaged Cannot deliver on most LTP objectives
OPERATIONAL	No loss of operational capability Minimal changes to service level Minimal loss of internal capacity	Loss of operational capability in some areas Some disruption to service levels Internal capacity lost for up to 1 week	Serious loss of operational capability for over 6 weeks and/or Disruption to service levels for 4-6 weeks Loss of internal capacity 1-3 weeks	Serious loss of operational of capability for over 8 weeks and major disruption to service levels and/or Loss of internal capacity 4-6 weeks	Serious loss of operational capability for 3-4 months and serious disruption to service levels and Loss of internal capacity for more than 6 weeks
FINANCIAL	No impact on financial targets	Up to 1% impact on financial targets	Up to 5% impact on financial targets	Up to 10% impact on financial targets	More than 10% impact on financial targets
HEALTH, SAFETY AND WELLBEING	No Medical treatment required Issue noted, no action required	Minimal personal injury and/or sickness AND Less than 2 weeks incapacitation H&S issue noted by Worksafe	Personal injury and/or sickness with up to 3mths incapacitation OR H&S issue to court	Significant public health impact OR Personal injury and/or sickness with 3+ months incapacitation or long term disability OR	Permanent severe disability or loss of life OR H&S issue taken to court resulting in imprisonment OR



CONSEQUENCE	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
				H&S issue to court and fine imposed	Widespread community sickness
SOCIAL, CULTURAL, ENVIRONMENTAL	No significant community Impact	Single community affected	Multiple communities affected	Many communities affected	Most or all communities
	Localised short-term reversible environmental, economic or social impact	Localised short-term reversible environmental, economic or social damage	Localised medium term (1 month +) reversible damage or disruption (environmental, economic, social or cultural)	Localised or widespread long term (3-6m) reversible damage or disruption (environmental, economic, social or cultural)	OR Extensive or irreversible damage or disruption (environmental, economic, social or cultural)
REGULATORY AND COMPLIANCE	Fine/ liability less than \$10K	Fine/ liability \$10 - \$100K	Fine/ liability \$100 - \$250K	Fine/ liability \$250K - \$1M	Fine/ liability \$1M+

LIKELIHOOD	
HIGHLY LIKELY	Risk event is expected to occur in most circumstances; or 90% chance within the next 12 months; or 18 out of every 20 years
LIKELY	Risk event will probably occur in most circumstances; or 55% chance within the next 12 months; or 11 out of every 20 years
POSSIBLE	Risk event should occur at some time; or 25% chance within the next 12 months; or 5 out of every 20 years
UNLIKELY	Risk event could occur at some time; or 10% chance within next 12 months; or 1 out of every 10 years
RARE	Risk event may occur only in exceptional circumstances Up to 4% chance within next 12 months Once in 25 years

LIKELIHOOD	CONSEQUENCE				
	Insignificant	Minor	Moderate	Major	Catastrophic
HIGHLY LIKELY	Low	Medium	High	Very High	Very High
LIKELY	Low	Medium	High	Very High	Very High
POSSIBLE	Low	Medium	Medium	High	Very High
UNLIKELY	Low	Low	Medium	Medium	High
RARE	Low	Low	Low	Medium	Medium

Review of Section 2.3 Natural Features and Landscapes

Record No: R/20/6/13623
Author: Margaret Ferguson, Resource Management Planner
Approved by: Fran Mikulicic, Group Manager Environmental Services

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 To seek endorsement from Council to review the Natural Features and Landscapes section of the Southland District Plan 2018 with a view to compile and notify a Plan Change to the Natural Features and Landscapes section.

Executive Summary

- 2 Council staff are aware that there are a number of existing and future pressures on the district's landscapes.
- 3 Protecting outstanding landscapes and natural features is a matter of national importance under Section 6(c) of the Resource Management Act 1991.
- 4 The current landscape section of the Operative Southland District Plan 2018 has not taken a full region wide approach and assessed the outstanding landscapes nor does it have a regulatory framework to protect the most important areas. Therefore, it is considered at staff level that the District Plan is below best practice when compared to the rest of the country which is a risk for the organisation and our future generations.

Recommendation

That the Council:

- a) **Receives the report titled "Review of Section 2.3 Natural Features and Landscapes" dated 18 June 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 a review and subsequent Plan Change to Section 2.3 Natural Features and Landscapes of the Southland District Plan 2018.**

Background

- 5 A recent article relating to afforestation has highlighted that Council should be taking a more proactive stance on managing and protecting our significant and important landscapes and features. This was also highlighted in the environment court decision on the Around the Mountains Cycle Trail.
- 6 Southland District Council, along with Environment Southland, Gore District Council, Te Ao Marama and Invercargill City Council have formed a regional wide planning policy group to work together on the issue of Landscapes (amongst other key policy issues).
- 7 A review of the landscape section of the plan will entail (but not be limited to) the following pieces of work:
- Region wide landscape assessment
 - Region wide cultural landscape assessment
 - Stakeholders engagement with key parties and ground truthing of findings
 - Local workshops with individual communities
 - Analysis of national best practice
 - Continuous stakeholders engagement and consultation

Issues

- 8 Section 2.3 Natural Features and Landscapes of the Southland District Plan 2018 does not meet best planning practice standards. Council has a legal obligation under the Resource Management Act 1991 to protect outstanding landscapes and natural features.

Factors to Consider

Legal and Statutory Requirements

- 9 The Southland District Plan 2018 is required to comply with the Resource Management Act 1991.

Community Views

- 10 The views of the community will be considered as part of the review of Section 2.3 Natural Features and Landscapes of the Southland District Plan 2018.

Costs and Funding

- 11 The costs of the review and plan change will be borne by Council.

Policy Implications

- 12 The review of Section 2.3 Natural Features and Landscapes of the Southland District Plan 2018 will contribute towards a proposed policy framework.

Analysis

Options Considered

- A) Do not undertake a review and Plan Change
- B) Undertake a review and Plan Change

Analysis of Options

Option A – DO NOT undertake a review and Plan Change

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">No cost to the Council and ratepayer in the short term.	<ul style="list-style-type: none">Fail to meet legal requirements of the RMA.Does not align with good RMA practice.Loss of southland high country landscapes to Forestry Plantation as Council has little control over location.Fail to meet Treaty obligations.

Option B – DO undertake a review and Plan Change

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">Meet legal requirements of RMA.Promotes good RMA practice.Will protect the Southland District high country from inappropriate development.Meet Treaty obligations.Provides an opportunity for Southland community to express the value and perspectives they hold about the landscape they live, work and play in.	<ul style="list-style-type: none">Cost to Council to facilitate engagement and plan change process. Approximately 100k (excluding staff) and what has already been spent.

Assessment of Significance

- 15 This report is not deemed to be significant in terms of the relevant Local Government Act criteria.

Recommended Option

- 16 Option B – to undertake a review of Section 2.3 Natural Features and Landscapes of the Southland District Plan.

Next Steps

- 17 Prepare project plan with approximate costs and timeframes.

Attachments

There are no attachments for this report.

Reserve Classification Change to enable FENZ to Expand Fire Depot at Drummond

Record No: R/20/3/6493

Author: Theresa Cavanagh, Property Advisor

Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 Undertake classification changes of Reserves to facilitate the expansion of the Fire Depot at 11 Hamilton Street, Drummond. This will enable Fire Emergency New Zealand to enter into a lease agreement with Council.

Executive Summary

- 2 Fire Emergency New Zealand operate a fire depot at 11 Hamilton Street, Drummond and wish to add an ablution block (and associated infrastructure). This is part of a nationwide drive from FENZ to provide basic amenities at every station.
- 3 The existing and proposed area for the fire depot is located on two lots which require changes to their reserve status in order for the development to proceed.
- 4 Lot 33 is Recreation Reserve, which does not formally enable the activity of a fire depot. Therefore, in order for the development to proceed, including the issue of a lease, the reserve classification is required to be changed to a Local Purpose Reserve (Community Buildings).
- 5 Lot 32 has never been classified under the *Reserves Act 1977* and remains a 'reserve for a site for a public hall' as per the *Reserves and Domains Act 1953*. A classification to Local Purpose Reserve (Community Buildings) is required to be formalised via Gazette Notice.
- 6 The above processes will create the correct land classifications to enable Fire Emergency NZ to enter into a lease agreement with the Southland District Council.

Recommendation

That the Council:

- a) **Receives the report titled “Reserve Classification Change to enable FENZ to Expand Fire Depot at Drummond” dated 18 June 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 Reserve classification of Lot 33 DP 276 is changed from Recreation Reserve to Local Purpose Reserve (Community Building).**
- e) **Resolves that Lot 32 DP 276 is classified as a Local Purpose Reserve (Community Building) under the Reserves Act.**

Background

- 7 Fire & Emergency New Zealand (FENZ) currently own and operate a fire depot building at 11 Hamilton Street, Drummond. Southland District Council (Council) own the land (Lot 33 DP 276) and FENZ have a ‘Licence to Use Response Assets’ to operate the depot from the land. This Licence included all existing FENZ assets located on SDC property throughout Southland.
- 8 FENZ wish to build an ablution building (and associated water tank, soak pit, septic tank and dispersal field) adjacent to the existing building. This is part of a nationwide drive from FENZ to provide basic amenities at every station. See attached plans.
- 9 The proposed building and associated infrastructure is not within the Licence area so requires a new agreement. This will be in the form of a lease agreement.
- 10 The Council land where the fire depot is located is Recreation Reserve, however the proposed activity is not considered to fit within the Recreation Reserve criteria. To enable the development and subsequent lease, the reserve status would need to change to a Local Purpose Reserve, as this allows for community buildings. A fire depot serves the community and is therefore considered a community building.
- 11 The access to the service infrastructure and gravel carpark will extend into the adjoining lot (Lot 32 DP 276) which is also owned by Council. The status of this lot is a ‘reserve for a site for a public hall’ as per the *Reserves and Domains Act 1953*. The required classification of this reserve under the *Reserves Act 1977* to Local Purpose Reserve was never undertaken. This will be formalised via Gazette Notice as part of this process.

Issues

- 12 The area where FENZ wish to expand into is currently grazed by AD Stirling. Mr Stirling has sighted the development plans and has agreed to forfeit part of his grazing area to allow the development to occur.
- 13 The current and proposed buildings are on part of Lot 32 and part of Lot 33. However, Council intend to change the classification for all of Lot 32 & 33 in order to avoid having to subdivide out the area used for the development. Mr Stirling will be able to continue to graze the balance of these lots.

Factors to Consider

Legal and Statutory Requirements

- 14 Section 24 of the Reserves Act details the required process for changing the classification of Lot 33 from Recreation Reserve to Local Purpose Reserve. This requires Council approval and public notification.
- 15 Section 16(1) of the Reserves Act enables the classification of Lot 32 to a Local Purpose Reserve. This also requires Council approval.

Community Views

- 16 The Drummond Reserves Administrative Representative, Dick McFarlane, has confirmed his approval of the proposed development on the reserve.
- 17 The Wallace Takitimu Community Board, at their meeting dated 4 June 2020, recommended that the required Reserve classification changes are made to enable the development to be undertaken and the subsequent lease to be entered into.
- 18 The Community Board also endorsed the issuing of the lease, which staff will issue under delegated authority.

Costs and Funding

- 19 FENZ have accepted that they will pay for any external fees that Council incurs, such as legal fees and Gazettal fees.

Policy Implications

- 20 None identified at this stage.

Analysis

Options Considered

- 21 Option 1 – Undertake Reserve Classification Changes
- 22 Option 2 – Status Quo

Analysis of Options

Option 1 – Undertake Reserve Classification Changes

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">Enables the development of the fire depot and ensures that basic amenities are provided at the site.	<ul style="list-style-type: none">None identified.

Option 2 – Status Quo

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">None identified.	<ul style="list-style-type: none">Restricts development of the site and prevents basic amenities from being provided on site.

Assessment of Significance

- 23 Not Significant.

Recommended Option

- 24 Option 1 - Undertake Reserve Classification Changes

Next Steps

- 25 Undertake Reserve Classification Changes

Attachments

- A Map of Lot 32 & 33 Showing Existing Fire Depot [↓](#)
B Plans for Drummond Fire Station Ablution Pod [↓](#)



SHEET INDEX

No.	TITLE
01	OVERALL & ENLARGED SITE PLANS
02	PROPOSED & ENLARGED FLOOR PLANS

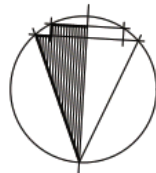
C N 19-1869

PROPOSED ABLUTION BUILDING

DRUMMOND FIRE STATION

**SKETCH SCHEME 1**

PRINT DATE - 6/06/2019



OVERALL SITE PLAN

SCALE 1:2000



MIKE SOWMAN DESIGN LTD
A: PO Box 236, Dunedin
P: 03 470 1080
E: info@msdesign.co.nz
W: www.msdesign.co.nz



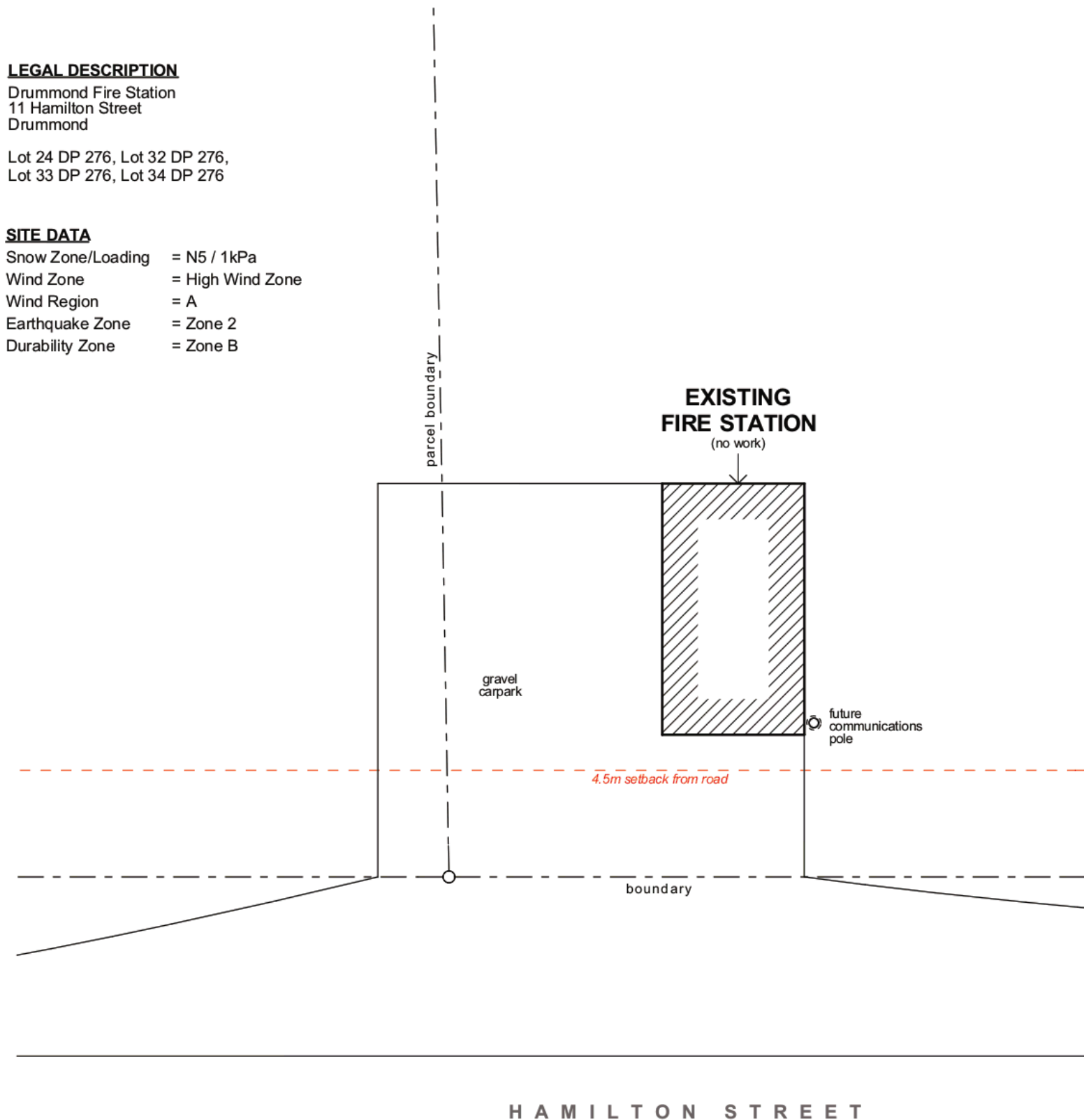
LEGAL DESCRIPTION

Drummond Fire Station
11 Hamilton Street
Drummond

Lot 24 DP 276, Lot 32 DP 276,
Lot 33 DP 276, Lot 34 DP 276

SITE DATA

Snow Zone/Loading = N5 / 1kPa
Wind Zone = High Wind Zone
Wind Region = A
Earthquake Zone = Zone 2
Durability Zone = Zone B



ENLARGED SITE PLAN

SCALE 1:200

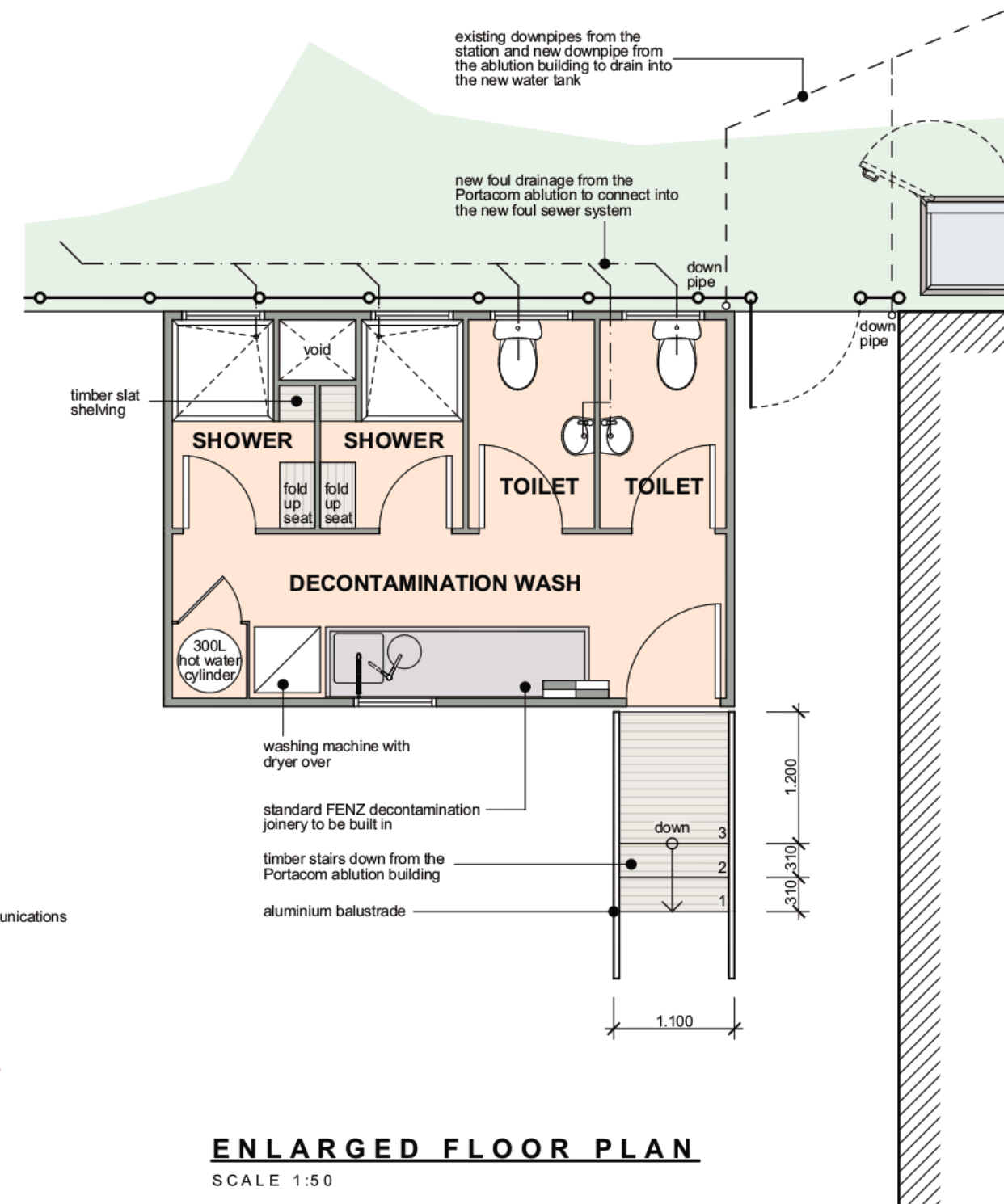
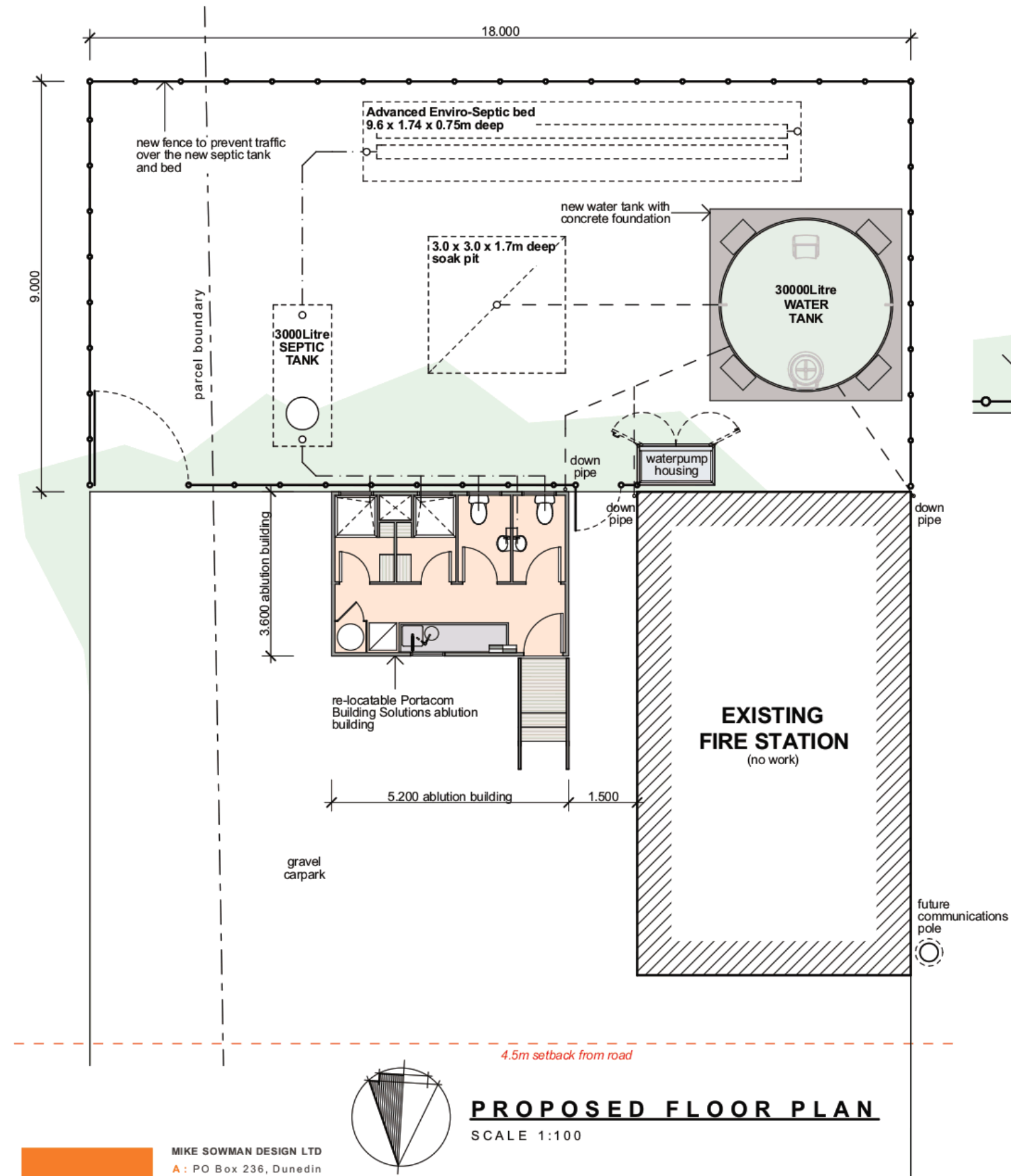


PROPOSED ABLUTION BUILDING
DRUMMOND FIRE STATION
11 HAMILTON STREET - DRUMMOND

SCALE 1:200, 1:2000 @ A3
DATE JUNE 2019
JOB NUMBER CN19-1869
PRINT DATE 6/06/2019

SKETCH SCHEME 1
DO NOT SCALE OFF DRAWINGS. DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION

01



SKETCH SCHEME 1

DO NOT SCALE OFF DRAWINGS. DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION



MIKE SOWMAN DESIGN LTD
A: PO Box 236, Dunedin
P: 03 470 1080
E: info@msdesign.co.nz
W: www.msdesign.co.nz



PROPOSED ABLUTION BUILDING
DRUMMOND FIRE STATION
11 HAMILTON STREET - DRUMMOND

SCALE 1:100, 1:50 @ A3
DATE JUNE 2019
JOB NUMBER CN19-1869
PRINT DATE 6/06/2019

02

Around the mountains cycle trail - February flooding repairs - Unbudgeted expenditure

Record No: R/20/5/12568
Author: Susan MacKenzie, Around the Mountains Cycle Trail Manager
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to seek approval from Council in support of the unbudgeted expenditure for flooding repairs and improvements to Around the Mountains Cycle Trail.

Executive summary

- 2 An unprecedented flooding event occurred on 4 and 5 February 2020. This resulted in scouring and surface material loss on Around the Mountains Cycle Trail rendering several areas as unpassable and other areas difficult to ride. Flood damage occurred in sections across the entire network; from Kingston through to Centre Hill.
- 3 An application to Ministry of Business Innovation and Employment's (MBIE) Maintaining Great Rides – Extreme events fund was made in April 2020. The total amount of \$379,793 plus GST was approved by MBIE in May 2020. The funding from MBIE is 100%, with no contribution required from SDC.

Recommendation

That Council:

- a) **Receives the report titled "Around the mountains cycle trail - February flooding repairs - Unbudgeted expenditure" dated 18 June 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 to repair and improve the Around the Mountains Cycle Trail for a total cost of \$379,793 plus GST to be fully funded by a grant to be received from the Ministry of Business Innovation and Employment.**

Background

- 4 Southland was struck by an extreme flooding event on 4 and 5 February 2020 and a state of emergency was declared for a two week period. The flooding affected many towns along the cycle trail, as the surrounding rivers rose and broke their banks, including the Mataura and Oreti Rivers and Eyre Creek. Roads were closed, and towns evacuated. Sadly, the cycle trail was also damaged. Local farmers along the cycle trail advised that the water rose to waist height over their paddocks, breaking fences, and sweeping away 400 bales of baleage weighing 700kg each. One cattle stop on the trail near Athol was completely displaced by a few metres.

Issues

- 5 The cycle bridge at Fairlight sustained damage. A structural engineer from WSP completed an on-site assessment of the bridge in February and provided a detailed report and recommended repairs.
- 6 An inspection of the Around the Mountains Cycle Trail from Kingston to Centre Hill was undertaken on 5-6 March by a master trail builder and trail designer from Southern Land. The purpose was to review damage and provide recommendations on repairs including a scope of works. They outlined that the flood event was significant and highlighted areas susceptible to flood damage that hadn't presented in earlier years. The flood damage has presented in two main forms:
- low lying areas near watercourses – resulting in surface scour from free-flowing water and often total trail submersion,
 - inadequate or ineffective drainage (culverts and water tables) resulting in water flow across or down the trail length.
- 7 The trail builder and designer recommendations consider flood remedial work to the trail between Kingston and Centre Hill that will make the trail more resilient to future weather events as well as reduce future maintenance and repair costs. The main body of remedial work involves 4.2km of surface grading with over 1,000 cubic metres of new surface material and 3.1kms of water table clearing. Several bridges require low level timber retaining walls to prevent the trail gravel from fretting at the bridge approaches.
- 8 Prior to the flooding event the section of trail between Mossburn and Centre Hill had a poor riding surface that was loose and off camber and had been subject to negative feedback from trail users. The trail builder and designer have considered how the trail shape, surface material, camber and water management can best work together. Repairs and improvements to the riding surface and shape of corners will bring the flood damaged and repaired sections of trail up to meet the grade 2 standards in line with the NZCT Cycle Trail Design Guide. As funding is related to the flood event, sections of trail that were not impacted by the flood event are outside the scope of this project.
- 9 Costs and funding for these repairs is an issue as Council has limited existing funding for trail repairs and maintenance. The estimated costs are a different order of magnitude to existing budgets. The total cost of the Cycle Trail repairs is \$379,793 is based on an engineer's estimate. There is a risk that this estimate may not cover all the costs required when the repairs are undertaken. This risk will be better understood during the tender process and potential funding shortfalls addressed prior to entering into a commitment with the contractor. This could include

further discussions with MBIE in relation to our funding agreement. There will be further risk associated with cost increases during the construction phase which would be mitigated through engaging a specialist consultant (Southern Land) to project manage the construction and is included within the total funding.

Factors to consider

Legal and statutory requirements

- 10 There is no statutory obligation under the Local Government Act in relation to the Cycle Trail.

Community views

- 11 Feedback from the community has been that the repairs to the cycle trail need to be completed urgently. Members of the community have raised their concerns about parts of the trail which are badly damaged and require the cyclist to dismount their bike and walk across them. They are aware that SDC is seeking funding from MBIE to assist with this process.
- 12 It is critical that the repair work is completed and trail resilience improved to not only meet the grade 2 standard of a great ride, but also provide a high-quality riding experience for cyclists.

Costs and funding

- 13 In May 2020, MBIE's Maintaining Great Rides – Extreme events fund approved to fund the total costs of repairs and improvements to the cycle trail for \$379,793 plus GST. The funding from MBIE is 100%, with no contribution required from SDC. It will be important to ensure funding instalments from MBIE allow for projected expenditure phasing.

Policy implications

- 14 There is no current capital expenditure included within Council's current 2018-2028 long term plan, or annual plan 2010–2020, and this report seeks approval for the unbudgeted expenditure.

Analysis

Options considered

- 15 In considering options for the flooding repairs and improvements, there is the option to undertake the repairs and improvements with the funding from MBIE or otherwise do nothing.

Analysis of Options

Option 1 – Approves the unbudgeted expenditure to repair and improve the Around the Mountains Cycle Trail for a total cost of \$379,793 plus GST. To be fully funded by a grant to be received from the Ministry of Business Innovation and Employment.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• flood repairs will make the trail fully passable and enjoyable to ride again,• flood remedial work will make the trail more resilient to future weather events as well as reduce future maintenance and repair costs,• larger diameter culverts and an increase in culvert numbers at required locations along the trail,• rock protection/armouring of a section of Cycle Trail near Centre Hill to reduce the risk of the bank falling in the future,• trail shape, surface material, and camber for future water management,• trail surface improvements make for a safer and more enjoyable cycling experience,• consultants with specialist knowledge in trail design and development will project manage, deliver and inspect the project. This is a good opportunity for knowledge transfer,• fully funded by MBIE.	<ul style="list-style-type: none">• risk associated with delivery of the project including procurement and project delivery,• minor environment risks associated with construction.

Option 2 – Do not approve the unbudgeted expenditure to repair and improve the Around the Mountains Cycle Trail

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• no exposure to risks associated with delivery of the project.	<ul style="list-style-type: none">• without these repairs completed there are sections with large washouts and riders need to dismount and walk over damaged sections. While these have been marked out it does pose a safety hazard,• potential to lose great ride status due to poor surface quality,• miss out on the opportunity of MBIE fully funding repairs and improvements on the cycle trail.

Assessment of significance

- 16 The assessment of significance needs to be carried out in accordance with Council's Significance and Engagement Policy. The significance and engagement policy requires consideration of the impact on social, economic or cultural wellbeing of the region and consequences for people who are likely to be particularly affected or interested. There is a high level of public interest given the history relating to the development of the Around the Mountains Cycle Trail. Community views have been considered through engagement with the community throughout this process and previously. This decision is not considered significant.

Recommended option

- 17 It is recommended to Council to approve the unbudgeted expenditure request for repairs and improvements of Around the Mountains Cycle trail for \$379,793 plus GST. To be fully funded by a grant to be received from the Ministry of Business Innovation and Employment.

Next steps

- 18 If approval of the unbudgeted expenditure is received then the repairs and improvements to the cycle trail will be undertaken. The first step is to invoice for the initial funding instalment, and then commence the procurement process.

Attachments

- A MGR Extreme ATM Feb 2020 Notification Letter [↓](#)



MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

26 May 2020

Susan Mackenzie
Southland District Council

By email: susan.mackenzie@southlanddc.govt.nz

Dear Susan

Fund: Maintaining the Quality of Great Rides (MGR)
Organisation: Southland District Council
Trail: Around the Mountains Cycle Trail
Application number: MGR Extreme ATM Feb 2020

The Maintaining the Quality of Great Rides Fund is a government initiative that funds Great Ride governance organisations to maintain and enhance the quality of Great Rides that are part of Ngā Haerenga, the New Zealand Cycle Trail. The fund will refine, improve and maintain completed sections of the Great Rides.

I am pleased to be able to confirm **approved funding of up to \$379,793 excluding GST** for the Southland District Council. This funding is for extreme event recovery works to repair damage to the Around the Mountains cycle trail caused by significant widespread flooding in February 2020.

Congratulations. We look forward to working with you as you maintain the trail.

Yours sincerely

Martin Cavanagh
Manager Investment Management and Performance
Tourism Branch

Monthly Financial Report - April 2020

Record No: R/20/6/12833
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 ten months to 30 April 2020.

Recommendation

That the Council:

- a) **Receives the report titled “Monthly Financial Report - April 2020” dated 18 June 2020.**

Attachments

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



Monthly Financial Report

April 2020

Southland District Council
Te Rohe Pōtae o Murihiku

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Executive summary

1. This monthly financial report summarises Council's financial results for the ten months to 30 April 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 and February
 - 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 the 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.

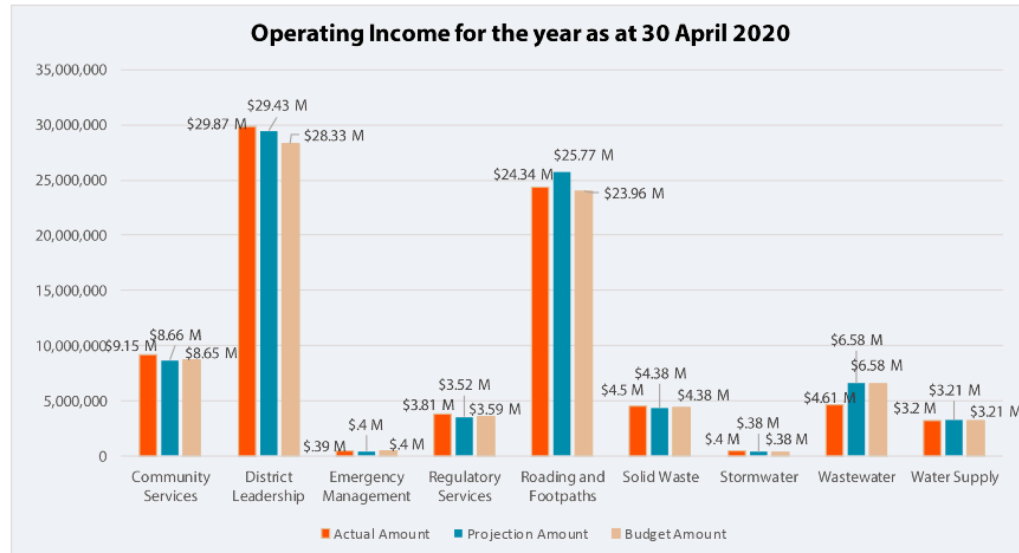
Abbreviation Explanation

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 \$2.05M (2%) under projection YTD (\$80.3M actual vs \$82.3M projected).

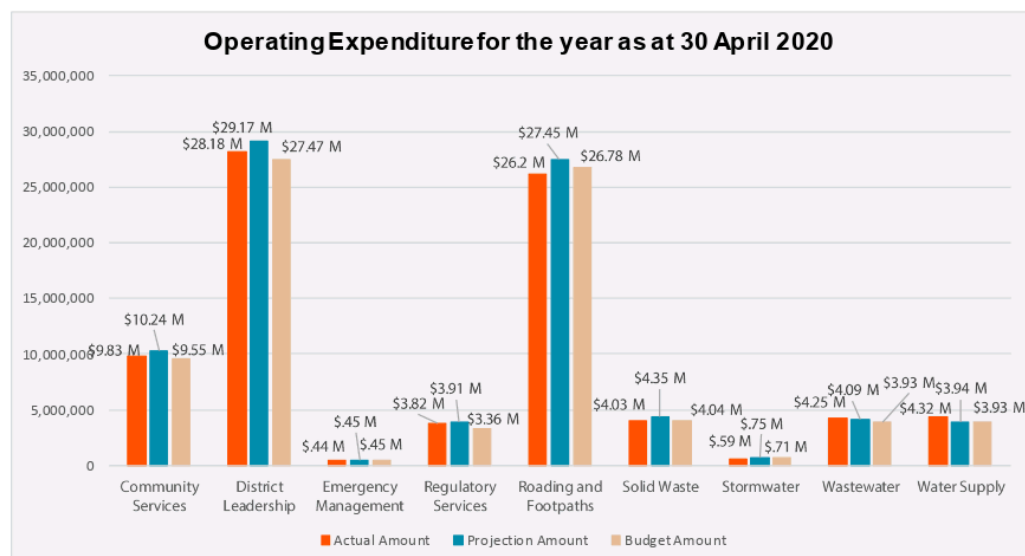


Operating income is under projection due to two main activities being roading and footpaths and the wastewater activities. Roding and footpaths are \$1,425,832 (6%) under projection this is due to the timing of works (particularly capital). Transit recoveries is also under projection by \$84K due to the timing of invoices generated for work completed.

Wastewater is \$1,965,008 (30%) under projection. This is due to not receiving the second instalment of TIF funding in support of the Te Anau wastewater upgrade which was budgeted for during April, we are now expecting to receive this in June. We are entitle to lodge a claim once we have completed the pipeline.

Expenditure

Operating expenditure is \$2.7M (3%) under projection for the YTD (\$81.6M actual vs \$84M projection).



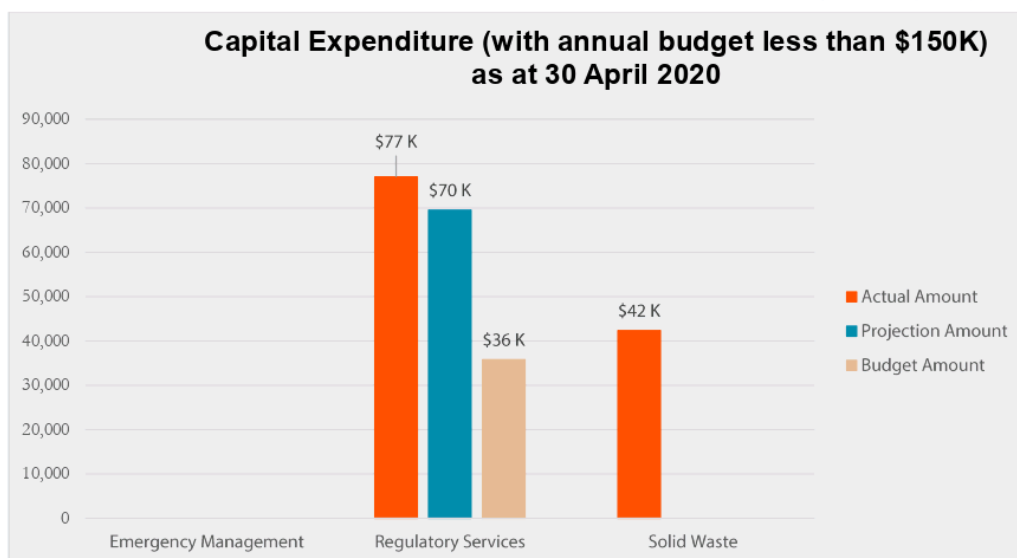
The majority of the \$2.7M underspend comes from roding and footpaths, community services and district leadership.

- **salaries** overall are under projection by \$687,493 (8%). 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 our managers take the opportunity to review position requirements when a vacancy occurs to ensure that we are resourcing appropriately. Generally our recruitment process takes around 10 weeks from the time approval to recruit is given to the person starting for the majority of roles. Salaries being under projected is also impacted by the undertaking of a review of our water and waste services area to address upcoming changes in the regulatory and national policy environment. Whilst we have continued to recruit over the pandemic our ability to “on-board” has been restricted which has meant that a number of these appointments will not commence until June.
- **Roding and footpaths** are \$1,255,465 (5%) under projection spend due to the following:
 - Roding – District wide administration, is currently \$280 thousand under the projected spend. The majority of this relates to a higher level of staff time that has been recovered from NZTA and is included as a negative expenses.
 - Roding – District wide
 - General maintenance is \$367 thousand under projection spend largely due to reduced activity as a result of Covid-19. Additional resource is being used to make up for time lost during lockdown.
 - Emergency reinstatement is \$409,411 under projected spend. This is only used for significant events which is greater than 1 in 10 year event. The event at the start of February is estimated to cost around \$3 million which will be spent over this year and next year. We have projected to spend \$1.8 million of this in the

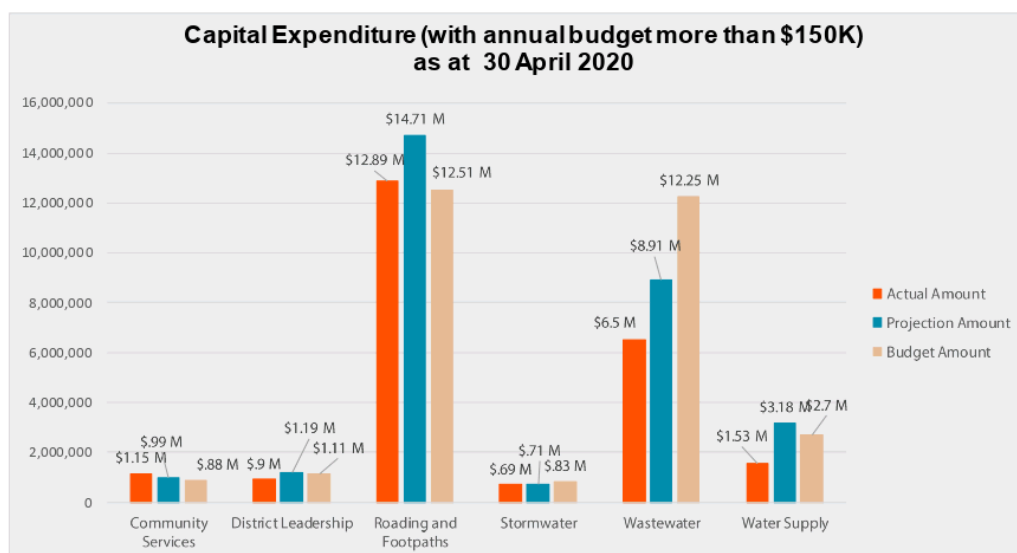
- current year although we may not spend the entirety of it due to the lost time as a result of the Covid-19 pandemic.
- Network and Asset Management is \$280K under project spend mainly related to the structures professional services and timing of posted bridge inspection.
 - Environmental maintenance continues to remain ahead of budget (\$84K) due to higher expenditure at the start of the year from adverse weather condition.
- **Community Services** is \$414,678 (4%) under projected spend.
 - **Cemeteries** are \$98,418 (33%) under projection, while most budgets are under spent the largest items are interment costs at \$23,500, which indicates less interments than budgeted to date, however operational maintenance budgets are also underspent. Also included in this underspend are \$11,500 of new beams which are budgeted under operational expenditure but have been incurred under capital expenditure.
 - **Library Services** are \$146,911 (10%) under projection. Due to the Covid-19 Pandemic we had suspended purchasing for the libraries during April, this included holding back over \$30,000 of book orders and a furniture renewal of our Brandon Street site. These suspensions combined with no regular stationary, travel and day-to-day operational costs has led to library services being under projection.
 - **SIESA** is \$140,900 (9%) under projection. Decreases are attributed to management, consultants, fuel and depreciation accounts. We have identified that the monthly invoices from our contractor is arriving later than our financial cut-off date. As such one month of management fees are missing. A monthly accrual will occur going forward to ensure this is not an ongoing issue.
 - **Te Anau Airports** \$67,665 (17%) under projection. This is mainly due to non-critical activities associated with CAA compliance being deferred in view of business operations post Covid-19.

Capital expenditure (CAPEX)

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



Solid waste is \$42,346 (100%) over projection due to the additional wheelie bins that have been supplied this year.



Roading and footpaths are \$1,823,440 (12%) under YTD projection.

- **roading - district wide** is \$1,267,308 (9%) under projection with sealed road levels of service \$200K under projection due to the timing of finalising land legislation of the Alternative Coast Route Project. Invoices are now starting to come in from land owners for the property purchases will start to be reflected from May. Traffic services renewal is \$307K under projected spend, this is largely due to pavement marking which has been impacted by the February floods and again by

Covid-19. Provided weather conditions are suitable all attempts will be made to make up for lost time before year end. Minor Improvements is \$690K under projected spend due to delays with the seal widening project along Fortrose Otara. This has now been approved with a revised scope and will progress but the bulk of the cost are now likely to be incurred during 2020/21.

→ **streetworks** is \$383,410 (48%) under projection which is predominantly made up of three footpath projects. With the move to level 2 contracts have now been awarded for these works.

Wastewater is \$2,411,049 (27%) 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 it is unlikely that the desludging work will be completed in its entirety this financial year. The pipeline for the Te Anau wastewater project should be completed in the current year.

Water supply is \$1,645,039 (52%) under projection. The Otautau watermain will be completed this financial year. Quintin Drive watermain renewal is due to commence on 22 June 2020 and will continue through into the 20/21 financial year. The Lumsden watermain project has not yet recommenced as we await an updated landowner agreement which is expected in June.

Council summary report

Southland District Council Financial Summary
for the period ending 30 April 2020

Operating Income									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	9,148,630	8,660,306	8,906,043	488,324	6%	11,328,074	11,649,509	321,435	3%
District Leadership	29,870,148	29,434,202	28,328,689	435,946	1%	34,639,374	33,357,610	(1,301,764)	(4%)
Emergency Management	389,727	401,524	401,524	(11,797)	(3%)	481,829	481,829	0	0%
Regulatory Services	3,806,838	3,522,380	3,439,419	284,458	8%	4,354,889	4,252,321	(102,568)	(2%)
Roading and Footpaths	24,342,109	25,767,941	24,018,784	(1,425,832)	(6%)	31,266,155	29,143,773	(2,122,382)	(7%)
Solid Waste	4,504,005	4,375,350	4,375,350	128,655	3%	5,242,541	5,242,541	0	0%
Stormwater	400,061	377,616	377,615	22,445	6%	508,193	508,192	(0)	(0%)
Wastewater	4,614,193	6,579,201	6,579,201	(1,965,008)	(30%)	7,642,920	7,642,920	0	0%
Water Supply	3,200,194	3,212,418	3,208,287	(12,224)	(0%)	3,888,463	3,883,463	(5,000)	(0%)
Total	\$80,275,905	\$82,330,937	\$79,634,913	(2,055,032)	(2%)	\$99,372,438	\$96,162,158	(3,210,279)	(3%)
Operating Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	9,825,059	10,239,737	9,837,713	(414,678)	(4%)	12,553,342	12,060,483	(492,859)	(4%)
District Leadership	28,176,917	29,171,029	27,635,913	(994,112)	(3%)	36,974,935	35,029,140	(1,945,795)	(5%)
Emergency Management	443,100	454,477	454,477	(11,377)	(3%)	481,829	481,829	0	0%
Regulatory Services	3,821,727	3,910,021	3,045,208	(88,295)	(2%)	5,604,795	4,365,134	(1,239,661)	(22%)
Roading and Footpaths	26,198,493	27,453,959	26,978,506	(1,255,465)	(5%)	33,046,410	32,474,106	(572,304)	(2%)
Solid Waste	4,031,292	4,352,713	4,035,184	(321,422)	(7%)	5,222,015	4,841,070	(380,945)	(7%)
Stormwater	590,445	745,791	712,270	(155,346)	(21%)	889,920	849,921	(39,999)	(4%)
Wastewater	4,248,239	4,093,522	3,931,014	154,717	4%	4,890,358	4,696,217	(194,141)	(4%)
Water Supply	4,322,337	3,942,465	3,932,030	379,872	10%	4,730,280	4,717,760	(12,520)	(0%)
Total	\$81,657,609	\$84,363,714	\$80,562,314	(2,706,105)	(3%)	\$104,393,884	\$99,515,660	(4,878,224)	(5%)
Net Surplus/Deficit	(\$1,381,704)	(\$2,032,777)	(\$927,402)	651,074	6%	(\$5,021,446)	(\$3,353,501)	1,667,944	1%

Capital Expenditure									
	YTD					FYB			
	Actual Amount	Projection Amount	Budget Amount	Variance	Var %	Projection Amount	Budget Amount	Variance	Var %
Community Services	1,154,884	994,740	1,440,326	160,145	16%	1,654,914	2,396,220	741,306	45%
District Leadership	899,673	1,186,944	382,536	(287,271)	(24%)	154,189	49,693	(104,496)	(68%)
Emergency Management	-	-	-	0	0%	-	-	0	0%
Regulatory Services	77,034	69,521	27,339	7,513	0%	337,861	132,861	(205,000)	(61%)
Roading and Footpaths	12,890,473	14,713,913	12,511,260	(1,823,440)	(12%)	17,576,293	14,945,146	(2,631,147)	(15%)
Solid Waste	42,346	-	-	42,346	-	-	-	0	-
Stormwater	686,805	705,027	828,037	(18,222)	(3%)	708,833	832,507	123,674	17%
Wastewater	6,498,620	8,909,670	12,079,313	(2,411,049)	(27%)	10,739,452	14,560,046	3,820,594	36%
Water Supply	1,532,150	3,177,189	2,714,640	(1,645,039)	(52%)	3,750,852	3,204,787	(546,065)	(15%)
Total	\$23,781,985	\$29,757,003	\$29,983,451	(5,975,018)	(20%)	\$34,922,393	\$36,121,260	1,198,867	3%

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 30 April 2020					
	YTD			FYB	
	Actual Amount	Projection Amount	Budget Amount	Projection Amount	Budget Amount
Revenue					
Rates Revenue	40,299,230	40,260,797	40,243,237	48,411,467	48,411,467
Other Revenue	8,197,511	7,840,128	7,516,443	8,372,470	8,372,470
Interest and Dividends	288,740	56,808	56,808	68,170	68,170
NZ Transport Agency Funding	11,416,393	12,863,048	11,058,315	13,575,038	13,129,323
Grants and Subsidies	2,737,254	4,071,027	3,321,027	4,264,406	4,170,975
Other gains/losses	232,256	66,369	38,969	(1,407,317)	(1,447,317)
Development and financial contributions	199,289	13,120	0	383,899	368,155
	63,370,674	65,171,298	62,234,799	73,668,133	73,073,243
Expenditure					
Employee Benefit Expense	11,651,943	12,492,911	11,864,054	13,387,725	13,387,725
Depreciation and Amortisation	19,325,554	19,319,361	19,319,361	23,183,233	23,183,233
Finance Costs	19,234	18,333	18,333	22,000	22,000
Other Council Expenditure	33,755,647	35,373,470	31,782,705	40,558,392	39,833,784
Balance Sheet	0	0	0	0	0
Internal Reconciliations	0	0	0	0	0
	64,752,377	67,204,075	62,984,453	77,151,351	76,426,742
Total Comprehensive Income	(1,381,704)	(2,032,777)	(749,654)	(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 30 April 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 30 April 2020

	Actual 30-Apr-20	Actual 30-Jun-19
Equity		
Retained Earnings	717,265,750	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
	<u>1,584,598,395</u>	<u>1,585,980,097</u>
Represented by:		
Current Assets		
Cash and Cash Equivalents	6,254,987	14,911,330
Trade and Other Receivables	12,135,476	11,123,195
Inventories	129,402	129,402
Other Financial Assets	1,321,489	1,508,271
Property, Plant and Equipment	-	-
	<u>19,841,355</u>	<u>27,672,199</u>
Non-Current Assets		
Property, Plant and Equipment	1,562,077,692	1,556,700,350
Intangible Assets	2,354,971	2,565,313
Forestry Assets	11,900,000	11,900,000
Internal Loans	29,931,173	31,315,988
Work in Progress	61,486	772,054
Investment in Associates	970,321	314,495
Other Financial Assets	302,238	302,608
	<u>1,607,597,881</u>	<u>1,603,870,809</u>
TOTAL ASSETS	<u>1,627,439,236</u>	<u>1,631,543,007</u>
Current Liabilities		
Trade and Other Payables	7,201,478	8,358,955
Contract Retentions and Deposits	561,379	451,905
Employee Benefit Liabilities	1,279,611	1,583,186
Development and Financial Contributions	2,127,038	2,112,712
Borrowings	1,700,000	1,700,000
Provisions	14,000	14,000
	<u>12,883,506</u>	<u>14,220,759</u>
Non-Current Liabilities		
Employment Benefit Liabilities	18,010	18,010
Provisions	8,152	8,152
Internal Loans - Liability	29,931,173	31,315,988
	<u>29,957,335</u>	<u>31,342,151</u>
TOTAL LIABILITIES	<u>42,840,841</u>	<u>45,562,909</u>
NET ASSETS	<u>1,584,598,395</u>	<u>1,585,980,097</u>

Statement of cash flows

Statement of Cashflows for the period ended April 2020

	2019/2020 YTD Actual
Cash Flows from Operating Activities	
Receipts from rates	36,420,250
Receipts from other revenue (including NZTA)	23,224,970
Cash receipts from Interest and Dividends	288,740
Payment to Suppliers	(34,307,948)
Payment to Employees	(11,955,519)
Interest Paid	(19,234)
GST General Ledger (net)	1,710,800
Net Cash Inflow (Outflow) from Operating Activities	15,362,060
Cash Flows from Investing Activities	
Receipts from sale of PPE	232,256
(Increase)/Decrease Other Financial Assets	(468,673)
Purchase of property, plant and equipment	(23,992,327)
Purchase of Forestry Assets	-
Purchase of Intangible Assets	210,342
Net Cash Inflow (Outflow) from Investing Activities	(24,018,402)
Cash Flows from Financing Activities	
Increase/(Decrease) Term Loans	-
Increase/(Decrease) Finance Leases	-
Net Cash Inflow (Outflow) from Financing Activities	-
Net Increase/(Decrease) in Cash and Cash Equivalents	(8,656,342)
Cash and Cash Equivalents at the beginning of the year	14,911,330
Cash and Cash Equivalents at the end of March	6,254,988

Cash and cash equivalents and other financial assets

1. At 30 April 2020, Council had \$5M invested in two term deposits with maturities as shown in the table below. Note: Council is received a lower interest rate of 1.22% for the term deposit invested in May.

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	2.07%	28-Feb-20	19-May-20
Total	\$ 5,000,000			

2. At 30 April 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	2-Sep-20
BNZ	\$ 200,000	2.06%	4-May-20	4-Nov-20
BNZ	\$ 350,000	2.81%	23-Jan-20	23-Jul-20
BNZ	\$ 350,000	2.44%	23-Apr-20	25-Jan-21
BNZ	\$ 300,000	3.23%	6-May-19	6-Jul-20
Total	\$ 1,570,000			

3. Funds on call at 30 April 2020:

Funds on Call				
	Amount	Bank	Account	Interest Rate
SDC	\$ 2,894,207	BNZ	Funds on Call	0.10%
	\$ 10,000	BNZ	Operating Bank Acc	1.00%
	\$ 532,558	BNZ	Restricted Funds Acc	2.90%
SIESA	\$ 139,264	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.

Bridge Weight Restriction Postings 2019/2020

Record No: R/20/6/15278
Author: Hartley Hare, Strategic Manager Transport
Approved by: Matt Russell, Group Manager Services and Assets

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To comply with the Transport Act 1962 and Heavy Motor Vehicle Regulations 1974, the road controlling authority for any territorial area is required to confirm, at a minimum annually, any weight limit postings necessary for bridges on the roading network and to revoke any restrictions which no longer apply. This report provides the information to be able to fulfil this requirement. Council last confirmed its bridge postings on 19 June 2019.

Executive summary

- 2 This report updates the list of posted bridges within the Southland District. The posting limits are based on inspections and follow up analysis by Stantec. The 2020 inspection and analysis has resulted in a number of posted bridges having their postings further restricted as the bridges continue to deteriorate.
- 3 The attached schedule (Attachment A) highlights changes to bridge postings as a result of the recent inspections and analysis as well as bridge upgrade and replacement work carried out since the last posting verification, along with specific one off issues that have occurred.
- 4 In summary:
 - Stantec inspected the majority (74 of 79) of Southland District Council's posted bridges, the bulk of which are timber.
 - out of the five bridges not inspected, one had been replaced, two were in the process of being replaced at the time of inspection and two had access issues.
 - of the 1,126 bridge structures (844 road waterway bridges) there are now 77 posted compared to 90 bridges that had posting restrictions advertised in 2019.
 - of the 77 posted bridges 63 are posted at less than 100% Class I compared to the 66 of 90 posted bridges that were advertised in 2019.
 - of the bridges identified for posting in 2020, there are 26 that require a revision of the previous posted restriction.
 - since the 2019 advertising 9 have been replaced or upgraded and 4 are closed.
 - the adoption of central loading when setting posting, without consideration of eccentric loading, departs from best practice and exposes Council to additional risk. As discussed and agreed through the 2017 report and again in 2019, this approach was considered acceptable on the basis that the posted bridges are single lane and vehicles tend to stay reasonably central as observed by the wheel tracks, as such it is considered that the central on bridge approach has merit.

Recommendation

That the Council:

- a) **Receives the report titled “Bridge Weight Restriction Postings 2019/2020” dated 18 June 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) **Agrees to confirm that in accordance with the Transport Act 1962 and Heavy Motor Vehicle Regulations 1974, the maximum weight and speed limits for heavy motor vehicles on bridges as listed on the attached schedule (Attachment A) be imposed.**
- e) **Agrees to continue to rely on the Central on Bridge restriction to limit posting restrictions and continues to mitigate this risk through ongoing promotion of posting compliance, particularly in the following areas:**
 - **for those restrictions which have curved approaches; and**
 - **where the posting restriction difference between the central on bridge and eccentrically loaded calculation exceeds 20% and the bridge carries more than two heavy vehicles a day.**
- f) **Agrees to confirm there is a commitment to further mitigate the risk associated with the inspection process by continuing to incorporate invasive annual testing across all posted bridges which have areas of concern.**
- g) **Agrees to notify the weight limits to the New Zealand Police, New Zealand Transport Agency, Road Transport Forum New Zealand (Inc) and by public notice in daily newspapers.**
- h) **Agrees to confirm the current closure of the following bridges:**
 - **McLeish Road**
 - **Thomsons Crossing Road West**
 - **Scott Road**
 - **Off Hall Road**

Content

Inspection process

- 5 In the 2016 round of inspections, Stantec initiated a multi-level assessment in order to provide improved understanding and to better address the variable level of risk associated with each type of defect. For each beam inspected there are three types of defects that are picked up, specifically:
- external condition assessment – determining the condition of the member based on its external visual appearance (i.e. cracking, crack depth, surface tolerance, etc.). This is typically a value between 100% and 80%.
 - external defect assessment – determining any further reduction in capacity resulting from an external visible defect in the beam cross section that can be measured (i.e. external decay, rebates, significant cracking, moisture content, etc.). This factor is typically applied either as a negative percentage reduction to the external condition assessment, or physical reduction to the member size used in the calculations.
 - internal sounding assessment – determining an “indicative” condition of the member based on sounding (hitting with a hammer). As this method is highly subjective it requires further verification by drill coring or an alternative objective non-destructive method. This factor is typically applied as a negative percentage reduction to the external condition assessment and also raises a “red flag”, indicating a higher priority for further internal verification.
- 6 It should be noted that this more detailed format of assessment was only partially applied to the 2016 round of inspections in order to retain and identify beams indicated by previous inspectors as having some form of internal defect, while minimising undue and significant changes to the current postings. The above process has been more intensively applied since the 2018 onwards inspections and postings have been adjusted accordingly. In addition to the above inspection process and confirmed in 2019, all posted bridge inspections also include drilling in areas of potential concern.

Posting assessment process

- 7 The posting assessment process used generally aligns with Section 7 of the NZ Transport Agency Bridge Manual – Evaluation of Bridges and Culverts. Bridge member capacities are typically calculated based on ultimate limit state loading and adopting the following assumptions:
- assume all timber is Mixed Australian Hardwood (MAH).
 - assume strength classification of F17, based on table 2.1 of AS1720.1 (1988), adopting MAH, Structural No. 2, seasoned.
 - characteristic strengths are given in table 2.4 of AS1720.1 (2010).
- 8 It should be noted that the current posting process does depart from full compliance with the NZ Transport Agency Bridge Manual, in that an allowance has been made for posting to be based on a centrally placed vehicle and not an eccentrically placed vehicle (i.e. against the kerb). The resultant effect of this is that many of our bridges have as little as 50% of the posted capacity for eccentrically placed vehicles.

- 9 As all the posted bridges are single lane bridges and accepting that most vehicles tend to stay reasonably central on bridge as observed by the wheel tracks, the proposed approach has merit. However, it is a clear departure from best practice and does expose SDC to a higher level of risk and potential litigation in the event of a structural failure occurring as a result of a vehicle straying from its central on bridge position.
- 10 It is recommended that Council continue to take further measures to address eccentric loading on bridges and review of their posted capacities to help manage this risk, specifically:
- prioritise actions for bridges with the greatest difference between central and eccentric loading.
 - determine social/economic effects of reduced posting on typical traffic using the route.
 - consider options for reduced posting, kerb to kerb narrowing, and strengthening of the outer beams.
- 11 The Stantec 2019/2020 Posted Bridge Inspection report has been appended to the report for additional information (Appendix B).

Background

- 12 The 2020 inspection focused on assessment and review of current bridge postings and if their posting needed to be adjusted due to continued deterioration or in some cases removed due to upgraded works completed over the past 12 months. The net result is that 77 bridges need to have posting restrictions. This is 13 bridges less than the 90 bridges that had posting restrictions in 2019.
- 13 Since the 2019 postings were imposed the following bridge has been replaced meaning it no longer needs to be restricted.
- 1172.001 Moffat Road was replaced
 - 1183.001 Cook road was replaced
 - 1504.001 McDonald Road was replaced
 - 1583.001 Evans Road was upgraded
 - 2661.001 Smith Road was replaced
 - 3407.003 Lake Monowai road (canal bridge) being replaced
 - 3582.001 Mararoa Road was replaced
 - 9567.001 Off Ardlussa Cattleflat Road was replaced
 - 9568.001 Off Ardlussa Cattleflat Road was replaced.
- 14 During the year the following bridges have been closed and therefore can come off the posting list.

- 2444.001 McLeish Road
- 2526.001 Thomson Crossing Road West
- 25936.001 Scott Road
- 2619.001 Off Hall Road

- 15 The attached schedule (Attachment A) includes 77 bridges for which weight and/or speed restrictions, in terms of the Heavy Motor Vehicle Regulation 1974, are still necessary. The schedule has 13 less weight limit postings than the previous 2019 Bridge Posting Council report. The changes in bridge postings from the 2019 report are shown in the schedule in bold italics including new postings.
- 16 It is proposed that the Council accepts the attached schedule of bridge restrictions (Attachment A) and authorises the advertising and notification of the list in accordance with meeting the requirements of the Transport Act 1962 and the Heavy Motor Vehicle Regulations 1974.
- 17 This requires that notification of the restricted weight limit posting or speed limits are advertised at least once annually to remain legally enforceable. This requirement is now due as the last approval by Council was on 19 June 2019.
- 18 The objective of the decision is to maintain a suitable level of safety for road users and to limit any further structural damage resulting from unsustainable overloading

Issues

- 19 Stantec inspected the majority (74 of 79) of Southland District Council posted bridges, the bulk of which are timber.
- 20 Out of the five bridges not inspected, one had been replaced, two were in the process of being replaced at the time of inspection and two had access issues.
- 21 As a result of access issues associated with the Monowai Road suspension bridge (3407.002), Stantec are unable to certify the current posting at the time of completing the report.
- 22 As WSP have been engaged to carry out investigation for potential upgrade works, the scope has been increased to provide a certification of the posting. If the current posting is found to be insufficient a separate report will be brought to Council to appropriately lower and adopt the posting.
- 23 The restricted bridges can cause a range of difficulties for those people who need them to transport heavy freight. The posted bridge listing continues to be used as a deficiency register to prioritise the bridge upgrading and renewal programmes in the coming years.
- 24 Limited by the available funding for this work, only those bridges with restrictions that cause the greatest commercial hardship or present the highest safety risk will be prioritised to be upgraded or replaced initially. Bridges that have no alternative access and nearing end of remaining useful life will take highest priority for renewals.
- 25 Several bridges on the posting list are still being reviewed in terms of their status in relation to the extent of the roading network they provide access to and service. A few of these are not a part of

council's maintained network and council roading is scheduling those to be removed where and when possible. As these are progressed they will be brought to Council with a recommendation to close or dispose of.

- 26 Each bridge on the posting list is subject to ongoing consideration of the alternatives which include:
- potential upgrading or replacement where this is justified in terms of the level of service that SDC can afford to provide.
 - how to effectively better manage 'Long Term' postings where the bridge is low use and the restriction is causing limited problems.
 - potential removal or divestment of the bridge from the network register with consideration under Council's Extent of Network Policy and utilisation of bridge matrix for rationalisation.
- 27 The current use of the central on bridge restriction is not a standard restriction covered by the regulations. It is a pragmatic approach that has been used by SDC for a number of years to avoid excessive restrictions and manage the bridge asset to maximise its value and life.
- 28 Discussions with the NZ Transport Agency indicate that very few, if any, other RCAs use this central on bridge restriction. This does not mean it is wrong, it is just not a standard practice covered by the regulations. This means that the restriction is not legally enforceable and acts more as an advisory sign.
- 29 As previously reported the Transport Agency will not tell SDC what to do regarding the use of the central on bridge restriction as it sees that it is up to SDC how it manages its network within the various legal requirements governing all RCAs, including the risks on the network. They do support appropriate measures that provide better access for trucks across the network. It needs to be noted that there is a risk that if people fail to comply with the central on bridge condition and this leads to a failure and truck crash, Council could potentially have some liability issues to defend.
- 30 The risks are greatest where there is a substantial difference between the bridge weight restriction with and without the central on bridge restriction, the bridge approach is curved and there are greater heavy traffic volumes.
- 31 In terms of dealing with the risks, Council has the full range of options between fully accepting the risk of continuing with the central on bridge restriction in all cases, in the knowledge that this has worked satisfactorily in the past, and down grading all posting restrictions to those that would apply under full eccentric loading.
- 32 The most conservative option would lead to major inconvenience for a significant number of road users and accelerated pressure on the bridge replacement and upgrade budgets.
- 33 In between the two extremes, there are a number of options Council could choose to implement, depending on where the balance is struck between risks and associated mitigations. For example, Council could choose to place a limit or cap (i.e. 25%) on the difference between posting restrictions for eccentrically placed loading calculations and central on bridge loading calculations. In the past Council have taken an uncapped central on bridge approach on the basis that the

posted bridges are single laned, vehicles tend to stay reasonably central (as evidenced by wheel tracks). At this stage, it is recommended to retain this approach.

- 34 At its meeting on 2018 and 2019 Council resolved to continue to rely on central on bridge restrictions to limit posting restrictions but to mitigate some of the risk by continuing to take action to promote compliance, particularly for the highest risk cases. The reduction in risk has further been bolstered by the implementation of 2019 recommendation and intention to undertake further invasive annual inspections of all posted bridges which have areas of concern. This was implemented for the 2020 inspection.
- 35 In terms of attempting to promote compliance the best example of this was Benmore Road Bridge 2895.001 where the approaches narrowed down to try to keep heavy traffic off the bridge and light traffic down the centre. This was particularly critical on this bridge as the deck planks cantilever significantly past the outside beams with a number of them broken.
- 36 The use of gantry system has also been implemented with a degree of success, however this system is costly and has been prone to damage.
- 37 With other higher risk bridges the following actions have been taken.
- 3736.001 Hume Road. The speed was dropped from 30 km/hr to 10 km/hr to improve central on bridge compliance and reduce the stress on the beams in the event of non-compliance.
 - 3144.001 Tomogalak Road. The one outside beam most likely to carry a non-compliant COB load was strengthened along with the internal beams.
- 38 Others have been accepted with the central on bridge restriction based on indications of vehicle tracking across the bridges.
- 39 To keep the allowable capacity of the bridges as high as possible, most of the postings are based on a speed restriction of 10 km/hr which carries the risk that people do not comply with the restriction and overload the bridge. Increasing the allowable speed reduces the allowable load on the bridge so a balance needs to be struck.

Factors to consider

Legal and statutory requirements

- 40 The annual setting and adverting of weight restriction is a requirement of the Transport Act 1962 and the Heavy Motor Vehicle Regulation 1974.

Limitation of liability and disclaimer

- 41 It should be noted that the engineering decisions on the posting requirements for each bridge carried out by Stantec are based on weighing up the available data, unknowns and risks and applying engineering judgement to come up with recommendations. The available information includes what can be seen visually, felt and heard (from hitting beams with a hammer) to try to best estimate their overall condition. In some cases there has also been limited load testing of individual beams to try to help calibrate the engineering judgement and selected drilling of some timber members on some bridges.

42 The unknowns include many critical items, including:

- the species and strength grade of timber used to build the bridges.
- as-built plans of the original bridge.
- items that cannot be seen because they are either buried or internal to the structural members.

43 This assessment has included determining the degree of decay within timber members via sounding (hitting with a hammer). As timber is a highly variable material that can have well-hidden and critical defects, some internal verification (drilling) of the soundness of timber members has also been undertaken. This mitigates some of the risks associated with the above unknowns and align the inspection process with industry practice.

Community views

44 No separate specific community views have been sought on this matter.

Costs and funding

45 The 'cost of advertising' in providing notification of council's bridge postings are minor compared to the asset gains and protection realised. This is funded by the Roothing Network and Asset Management budget.

Policy implications

46 The posted bridges generally meet the Land Transport Activity Management Plan requirements, the NZ Transport Agency funding requirement and policies, the Council's Extent of Network Policy and the Heavy Motor Vehicle Regulations of 1974.

47 It should be noted that NZ Transport Agency standards expect that posted bridges will be inspected annually to allow the restrictions to be updated and confirmed. This is now carried out annually under the Structural Services Contract.

Analysis

Options considered

48 The option of taking no action is not suitable in this case as it would result in 'unsafe' structures being used by road users with potentially serious or fatal consequences.

49 In all cases the suggested weight restrictions have been set to provide a balance between safety and limiting damage to the structures, as well as setting reasonable limits for the type of vehicles using the bridges.

Analysis of options

Option 1 – adopt Stantec Bridge Posting Recommendation

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• provides increased protection to bridges, slowing down the rate of degradation of the bridge.• reduces risk of failure if an issue not fully identified during an inspection means the carrying capacity of the bridge is less than estimated.• meets Council regulatory obligations	<ul style="list-style-type: none">• imposes greater cost on landowners and heavy transport industry when required to either take detours or run more truck movements with lighter loads.

Option 2 – NOT to adopt Stantec Bridge Posting Recommendation

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• none	<ul style="list-style-type: none">• Council will not be meet its regulatory obligations.• increases risk of major damage or complete and sudden failure of the bridge structure.• increases risk of fatal or serious injury to road users due to sudden failure.• higher loads will lead to more rapid deterioration of the marginal bridge structures. This will lead to the need to replace the structure sooner.

Assessment of significance

- 50 It is determined that this matter is not significant in terms of Section 76 of the Local Government Act 2002.

Recommended option

- 51 It is proposed that Council accepts the attached list and authorises the advertising of the list in accordance with the requirements of the Transport Act 1962 and the Heavy Motor Vehicle Regulations 1974.
- 52 It is requested that Council confirm that it wishes to continue to rely on the Central on Bridge restriction to limit the posting restrictions.
- 53 The objective of the decision is to maintain a suitable level of safety for road users and to also limit damage to the Council's bridge asset from unsuitable loads crossing bridges

Next steps

- 54 Following the Council meeting, the bridge restrictions will be advertised and notified to the New Zealand Police, the New Zealand Transport Agency and the Heavy Transport Industry.
- 55 Work will continue on priority bridge upgrades and replacements as part of an overall bridge strategy.
- 56 The next round of posting inspections is scheduled for 2021 and will continue annually.

Attachments

- A Proposed Bridge Weight Restriction Postings 2020 [↓](#)
- B SDC Posted Bridge Report 2020 [↓](#)

Proposed 2020 Bridge Postings

(Changes shown in bold *italics*)

Structure Number	Name Of Road	Name Of Waterway	Weight Limits Max Wt on Any Axle (kg) / Position on Bridge	Gross And Axle Weight	Max Speed
				(% Class I)	Limit (km/hr)
2861.001	Anderson Rd 4	Bastion Cr	Central on bridge	80%	10
3248.001	Argyle Rd	Steven Burn	Central on bridge	80%	10
1164.001	Ashers Rd	Gorge Cr	Central on bridge	80%	10
1253.001	Badwit Rd	Waituna Cr	Central on bridge	50%	10
2865.001	Benmore Otapiri Rd	Winton Stm	Central on bridge	80%	10
2865.003	Benmore Otapiri Rd	Winton Stm Trib	Central on bridge	70%	10
2865.004	Benmore Otapiri Rd	Winton Stm Trib	Central on bridge	100%	10
2895.002	Benmore Rd	Oreti R Trib	Central on Bridge	80%	10
3143.002	Biggar Rd 2	Tomogalak Stm Trib	Central on bridge	90%	10
1186.001	Birch Rd	Waituna Cr	Central on bridge	80%	10
1296.002	Braid Rd	Waimahaka Stm Trib	Central on bridge	70%	10
2494.001	Breeze Rd	Mossburn Cr	Central on bridge	70%	10
1606.001	Bridge Inn Rd	Waikiki Stm	Central on bridge	100%	10
3346.001	Bruce Rd	Mandeville Drain	Central on bridge	70%	10
2825.001	Caird Rd	Otapiri Stm	Central on bridge	50%	10
3353.001	Carter Rd	Waimea Stm	Central on bridge	50%	10
2563.001	Channel Rd 1	Makarewa Flood Ch	Central on bridge	20%	10
3654.001	Cumming Rd	Stag Stm	Central on bridge	90%	10
1565.002	Davidson Rd 3	Gold Cr	Central on bridge	80%	10
2896.001	Dipton Flat Rd	Dipton Stm	Central on bridge	100%	10
3015.004	Dipton Mossburn Rd	Dipton Stm	Central on bridge	90% *	10
2371.002	Dunearn Rd	Terrace Cr Trib	Central on bridge	80%	10
3598.002	Dunrobin Valley Rd	Aparima R Trib		70%	10
3363.001	Duthie Rd 2 (Bdy Rd)	Kelvin Stm	Central on bridge	80%	10
2115.003	Feldwick Rd	Oravea R	Central on bridge	80%	10
3347.001	Fortune Rd	McKeller Stm	Central on bridge	90%	10
1373.001	Frazer Rd (Bdy Rd)	Wairikiki Stm	Central on bridge	70%	10
1992.001	Fryer Rd	Taunua Stm	Central on bridge	70%	10
2373.001	Harbour Endowment Rd	Henderson Cr Trib	Central on bridge	100%	30
2373.002	Harbour Endowment Rd	Henderson Cr	Central on bridge	90%	10
1498.001	Hedley Rd	Titipua Stm	Central on bridge	80%	10
3626.003	Hillas Rd	Acton Stm	Central on bridge	100%	10
3902.002	Horseshoe Bay Rd	Backwater	Central on bridge	80%	10
2476.001	Howden Rd	Lochiel Stm	Central on bridge	70%	10
3736.001	Hume Rd	Mataura R	Central on bridge	100%	10
3342.001	Kingsbury Rd	McKeller Stm	Central on bridge	60%	10
1332.001	Klondyke Rd	Caddon Burn	Central on bridge	90%	10
3407.002	Lake Monowai Rd	Waiau River	7000 *	28,500kg *	10
3407.004	Lake Monowai Rd	Lake Overflow		80%	10
3004.002	Lang Rd 2	Dipton Stm	Central on bridge	100%	10
1376.001	Lauderdale Bush Rd	Marairua Stm	Central on bridge	100%	10
2066.005	Lillburn Monowai Rd	Dean Burn Trib	Central on bridge	80%	10
2623.001	Mandeville Rd	Makarewa R Trib	Central on bridge	100%	10
1008.001	Manse Rd	Waikawa R	Central on bridge	80%	10
1065.001	Marinui Rd	Marinui Stm	Central on bridge	6,600	10
1334.002	Matheson Rd 2	Cadden Burn	Central on bridge	80%	10
1281.001	Mataura Island Titiroa Rd	Mataura Island Backwash	Central on bridge	20%	10
2826.001	McBride Rd	Otapiri Stm		40%	10
3002.002	McDonald Rd 4	Dipton Stm Trib	Central on bridge	70%	10
1584.001	McKerchar Rd 1	Myross Cr	Central on bridge	70%	10
2515.001	McKinnon Rd 2	Mossburn Cr	Central on bridge	70%	10
3048.001	McLeod Rd 2 North	Okaiterua Stm	Central on bridge	90%	10
3158.002	Murphy Rd	Black Swamp Drain		80%	10

2475.001	Nelson Rd	Lochiel Stm	Central on bridge	20%	10
9576.001	Off Webb Rd	Thornbury Stm	Central on bridge	60%	10
1206.001	Orr Rd 1	Duck Cr N Brch	Central on bridge	80%	10
2828.007	Otapiri Mandeville Rd	Ruhtra Stm	Central on bridge	90%	10
2055.005	Papatotara Coast Rd	Rowallan Burn	Central on bridge	80%	10
3694.001	Parawa Station Rd	Parawa Stm	Central on bridge	80%	10
3245.012	Piano Flat Rd	Charcoal Cr	Central on bridge	80%	10
1002.001	Progress Valley Rd	Waikawa R Trib	Central on bridge	100%	10
2503.001	Pullar Rd	Grove Bush Cr	Central on bridge	50%	10
2128.001	Purvis Rd	Orauea Stm Trib	Central on bridge	100%	10
2897.001	Riverside School Rd	Dipton Stm	Central on bridge	70%	10
2897.002	Riverside School Rd	Dipton Stm Trib	Central on bridge	50%	10
1054.001	Scrubby Hill Rd	Waikawa R E Brch	Central on bridge	100%	10
2555.001	Sharks Tooth Rd	Sharks Tooth Cr	Central on bridge	70%	10
3652.005	Sutherland Rd	Murray Cr	Central on bridge	70%	10
3618.001	Taylor Rd 4	Oswald Stm		40%	10
3144.001	Tomogalak Rd	Tomogalak Stm	Central on bridge	100%	10
2856.002	Turnbull Rd	Winton Stm Trib	Central on bridge	100%	10
1168.001	Waghorn Rd	Curran Cr	Central on bridge	40%	10
1166.002	Waituna Lagoon Rd	Curran Cr Trib	Central on bridge	70%	10
3617.001	West Dome Station Rd	Oswald Stm Trib	Central on bridge	70%	10
3147.001	Wilson Rd 7	Larnach Stm	Central on bridge	80%	10
2858.001	Winton Channel Rd	Bastion Cr	Central on bridge	90%	10
1355.001	Woods Rd 1	Oware Stm	Central on bridge	90%	10

Bridges to be Removed from 2019 Posting List

Structure Number	Name Of Road	Name Of Waterway	Weight Limits Max Wt on Any Axle (kg) Position on Bridge	Gross And Axle Weight (% Class I)	Max Speed
					Limit (km/hr)
1172.001	Moffat Rd 1	Moffat Cr	Central on bridge	80%	10
1183.001	Cook Rd	Waituna Cr Brch	Central on bridge	60%	10
1504.001	McDonald Rd 2	Hedgehope Stm	Central on bridge	70%	10
1583.001	Evans Rd	Waihopai R	Central on bridge	20%	10
2444.001	McLeish Rd 2	Middle Cr	Central on bridge	40%	10
2526.001	Thomson's Crossing Rd West	Winton Stm	Central on bridge	60%	10
2596.001	Scott Rd 2	Makarewa R	Central on bridge	50%	10
2619.001	Off Hall Rd	Makarewa R Trib	Central on bridge	20%	10
2661.001	Smith Rd 3	Oreti R Trib	Central on bridge	60%	10
3407.003	Lake Monowai Rd	Canal		60%	10
3582.001	Mararoa Rd	Mararoa R	Central on bridge	20%	10
9567.001	Off Ardlussa Cattleflat Rd 1	Mataura R Trib		50%	10
9568.001	Off Ardlussa Cattleflat Rd 2	Mataura R Trib	Central on bridge	60%	10



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REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0	08 June 2020	DRAFT	J Sim	A Lowe	J Laskewitz	Brett Paterson
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Stantec | 2019/2020 Posted Bridge Inspections | June 2020

Status: FINAL | Project No.: 80510679 | Our ref: SDC Posted Bridge Report 2020 RNAL.docx

Abbreviations

TL or T/L	True Left
TR or T/R	True Right
US or U/S	Upstream
DS or D/S	Downstream
W/wall	Wing wall
H/wall	Headwall
G/rail	Guardrail
H/rail	Handrail
S/rail	Sight rail
BEM	Bridge End Marker
RAMM	Road Assessment and Maintenance Management
NMC	Network Maintenance Contractor
NZTA	Waka Kotahi NZ Transport Agency
TNZ	Transit New Zealand
TMP	Traffic Management Plan
SDC	Southland District Council

Executive Summary

Stantec were commissioned to undertake special bridge inspections of Southland District Council (SDC) posted bridges to determine any change in condition that would impact the level of weight restriction due to ongoing deterioration. This report outlines the results of the 2019/2020 inspection cycle. The general findings are shown below.

In this inspection cycle **78** posted bridges were approved by SDC for inspecting, and **74** were actually inspected (2 discounted as they were in the process of being replaced, and 2 had access issues). An inspection summary of structures inspected in this cycle are presented in Table 1-1 below (noting that each structure may appear in one or several categories).

Table 1-1: Defects summary

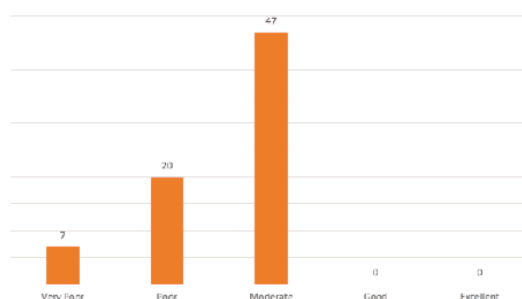
No. of Structures	Requiring
44	Continued Monitoring
42	Routine Maintenance
20	Structural Maintenance

Most bridges had a moderate condition with the next largest group being poor. It should be noted that for this inspection cycle Stantec was inspecting Posted bridges only. These typically are posted because they have issues including a lower condition rating. As such we would not expect to see any in Excellent or Good condition here.

Table 1-2: Condition rating split by overall rating

Condition Rating	No. of Structures per Rating
Excellent	0
Good	0
Moderate	47
Poor	20
Very Poor	7
TOTAL	74

2020 Posted Bridge Condition Rating



The key recommendations of this report are:

- Continued monitoring of items identified and described in Appendix C

- SDC approval for routine maintenance to be carried out by the Network Maintenance Contractor as per the maintenance schedule contained in Appendix D
- SDC engage an Engineer to undertake investigations as described in this report and contained in Appendix D
- SDC implement a closure of bridge 2619.001 Off Hall Road
- SDC implement actions in comments field of Bridge Posting Schedule

SOUTHLAND District Council

2019/ 2020 Posted Bridge Inspections

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1. Introduction

The Southland District Council (SDC) has engaged Stantec to conduct inspections of bridge structures in their district that are currently posted for weight restriction. Typically, these are all timber construction, however there are some with steel beams, or a combination of steel and timber. All of the posted bridges have timber decks. The purpose of these inspections is to determine if there has been any change to the condition over the previous 12 months, which would impact the level of weight restriction and therefore alter the posting.

This report summarises the inspection process and the findings for structures inspected in this year's posted inspection cycle.

2. Inspection List

A total of **78** posted structures were approved by SDC for inspection. This number was reduced from the previous total number of SDC posted bridges by various bridge replacements, upgrades and closures that have occurred. The bridges to be removed from the posting list are summarised at the bottom of the 2020 updated bridge posting schedule. Additionally, a further **4** were excluded due to access issues and construction being underway at time of site visit. This took the actual number of bridges inspected to **74**.

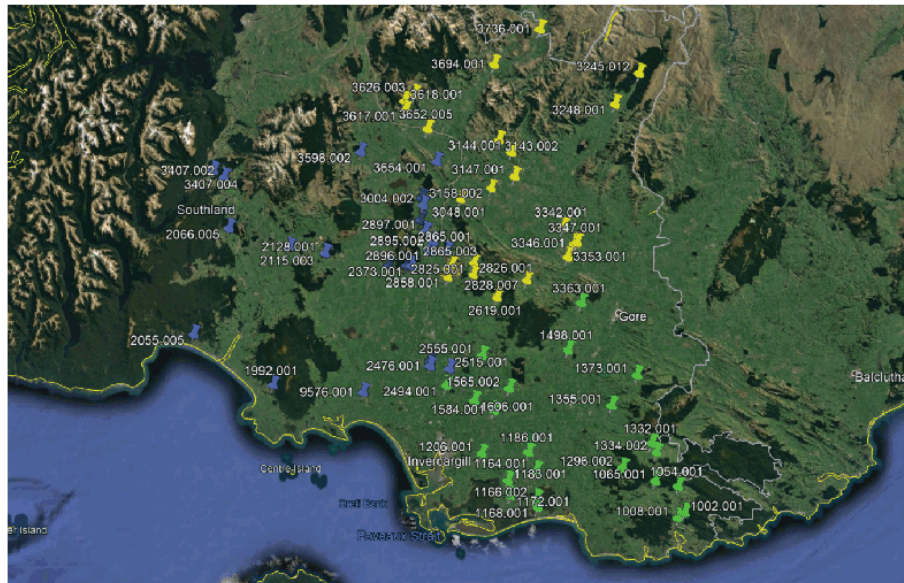


Figure 2-1: Map showing the spread of all approved posted bridges for inspection. The different colours indicate zones assigned to individual inspection teams.

Appendix A contains the list of approved structures inspected.

3. Inspections

3.1 Inspection Method

Inspections were carried out by Stantec Structural Engineers between the 4th and 8th of May 2020. The inspectors were James Sim (Yellow Zone), Andrew Lowe (Blue Zone), and FangLai Qiu (Green Zone). Follow-up drilling and ladder access inspections were carried out in the four weeks following these initial inspections by John Laskewitz of the Invercargill office. Beams that required drilling were drill upwards on a slight angle and continued all the way through the beam to allow air flow and drainage of water from the drill hole. Previously drill holes have been plugged, and while there is some difference of opinion academically on which way this should be done, an early decision was made to not plug. The deciding factor was that we believe allowing water that does get in to escape is better than leaving it where water could instead be trapped.

From the agreed inspection list, GPS coordinates of each bridge were plotted into Google Earth Pro and a KMZ file created which was then uploaded to the MapPlus mobile application. This application allows easy navigation to each bridge, as well as easy progress tracking and daily work planning.

Once at site, an inspection was carried out using the standard inspection form NZTA S6:2019. This provides a consistent inspection routine for each structure.

Structures were inspected in accordance with the NZTA Bridge Inspection Manual using a top down approach, where inspections start with road level issues and then work down through superstructure, substructure and finally the waterway and foundations.

3.2 Inspection Form

The NZTA inspection form breaks down the structures into seven areas of inspection. They are as follows:

Table 3-1: Bridge Inspection Sheet Sections

Section	Description
1	Superstructure Elements
2	Load Bearing Substructure
3	Durability Elements
4	Safety Elements
5	Waterway Elements
6	Retaining Elements
7	Other

Each of the seven sections is subdivided into smaller elements allowing individual components of a structure to be inspected and rated separately.

The inspection form provides an area to discuss the rating applied to individual components. The inspection form is also used to note any bridge inventory changes, miscellaneous comments and recommendations relating to future management.

Appendix B Contains inspection forms for the Inspections undertaken in this cycle.

3.3 Rating Method

The standard NZTA Bridge Inspection Form contains a marking code that indicates the level of severity of a defect and whether any action is required.

For each structure, individual components are checked for defects. All elements are then given a marking code as explained in Table 3-2 below. A brief defect summary or action required is then added to the inspection sheet for any defects with a marking code requiring action.

Table 3-2: Bridge Inspection Rating Scale

Ratings	Description
N	Not Applicable Element is not applicable to the structure.
0	Not Inspected Element could not be inspected due to issues such as access.
1	Satisfactory Given to components/issues that are considered either free of defects or not applicable.
2	Monitor Next Inspection Given to components/issues that require monitoring in future inspections.
R	Routine Maintenance Given to components/issues that require routine maintenance work, such as vegetation, clearing, or painting handrails etc.
S	Structural Maintenance Given to components/issues that require structural maintenance. These elements are considered influential to the load carrying capacity of the structure and include the beams, deck, and substructure.

3.4 Photographic Log

Digital photos are taken to record each defect and allow for further assessment of defects to determine the change in a defect over time. All photos are sorted into individual bridge folders electronically.

4. Results

4.1 General

This section summarises the defects noted during this year's inspection cycle and categorises them into sections which relate to their degree of urgency or action. For each significant defect, the issues are discussed, and recommendations are provided.

Results are grouped and addressed in the following order:

- Advance Inspection Cycle / Monitoring (defect rating of 2)
- Routine Maintenance Required (defect rating of R)
- Structural Maintenance Required (defect rating of S)

4.2 Bridge Not Requiring Maintenance

Bridge **2845.001 Benmore Otapiri Rd** did not require any maintenance and has been excluded from the 2020 Maintenance Schedule in Appendix D

4.3 Changes to the Approved Inspection List

Two bridges, **1172.001 Moffat Rd** and **1183.001 Cook Rd** were excluded from the inspection list as these were being replaced with construction underway. Additionally, bridge 3407.002 was excluded due to the height and access issues.

4.4 Monitoring Required

Forty-four structures inspected have components that necessitate **monitoring** in future inspections specifically to monitor the progress of a noted defect (defect rating of 2). Common defects are cracking, scouring, erosion, decay, etc.

Monitoring details are contained in the 2020 Monitoring Schedule contained in Appendix C.

4.5 Routine Maintenance Required

Forty-two structures inspected have components that require **routine maintenance** (defect rating of R). This work typically covers simple concrete repairs, minor component replacement, general cleaning, painting handrails, clearing/spraying vegetation obscuring signs/rails, installing/replacing standard signage, and maintenance of waterway and bank protection.

Routine maintenance details are contained in the 2020 Maintenance Schedule contained in Appendix D.

4.6 Structural Maintenance Required

Twenty structures inspected have components that require **structural maintenance** (defect rating of S). This work typically covers more complex concrete repairs, full component replacement such as deck, beams or piers. Typically, this work will require further investigation to determine the exact work required and to provide details, drawings, and or specifications.

Structural maintenance details are contained in the 2020 Maintenance Schedule contained in Appendix D.

4.7 Bridges Requiring Further Investigation or Immediate Action

There are a number of structures that were inspected which require **further investigation** or required **immediate action**. These are described in more detail below.

4.7.1 Bridge 2619.001 Off Hall Road

This is a timber beam, timber deck structure with a span of approximately 8m.

During the 2019/20 inspection it was noted that the bridge has several deficiencies:

- The deck has failed in several locations with holes evident from transverse boards breaking
- Beams are in very poor condition with obvious decay, splitting, section loss and failures.

Immediately onsite, the inspector sent an email back to the office to notify and request closure of this bridge. John Laskewitz sent an email to Rob Hayes dated 7th May 2020 notifying SDC of the condition and requesting closure. A follow-up inspection by Stantec on 8th May 2020 showed no closure had yet been implemented.

It is recommended that:

- SDC action an immediate **CLOSURE** of this bridge (We understand this has now been done)
- SDC engage with the adjacent landowner to determine if they can remove this from the SDC asset inventory and therefore reduce risk.



Figure 4-1: Cavity with splitting in D/S beam



Figure 4-2: General decay and fungal attack of beams



Figure 4-3: Shear split of U/S beam on outside edge

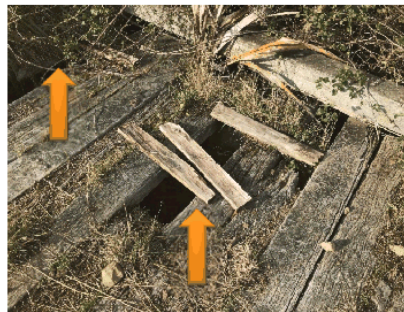


Figure 4-4: Failed deck boards with holes in several locations

4.7.2 Bridge 2825.001 Caird Road

This is a multi-span, timber beam, timber deck structure with a total length of approximately 22m and an approximate construction year of 1945

During the initial 2019/20 inspection it was noted that the bridge has a significant split with a cavity evident in the U/S beam of span 3 on the outside edge, and more concentrated on the T/L half. The defect is similar to that seen in 2019 on the Channel Road bridge; however, due to the height above the waterway Stantec were not able to get up close to probe the defect further.

A follow-up inspection gained access to measure the depth of this crack and drill the beam. The vertical crack is up to 130 mm deep and the horizontal crack up to 50 mm deep. Drilling above the crack revealed reasonably sound timber. Based on this information the corner section of the beam has been discounted from the posting calculations but given that this is an external beam on a bridge with the load restricted to travelling central on the bridge, the overall bridge rating does not change.

It is recommended that:

- SDC continue to monitor this cracking over time.



Figure 4-5: Cavity with splitting in D/S beam



Figure 4-6: Close up of the cavity hole with splitting extending along the beam.

4.7.3 Bridge 2865.004 Benmore Otapiri Road

This is a timber beam, timber deck structure with a span of approximately 6m and an approximate construction year of 1955.

During the 2019/20 inspection it was noted that the bridge has several deficiencies:

- The beam on the U/S outside edge is significantly split with some holes evident. There is a secondary beam been installed adjacent to this beam which should make the defected beam redundant. This replacement however is also showing some splitting.
- The abutment cap on the TL side has significant cracking with a large decay cavity.
- Stantec revisited this bridge to drill and measure the extent of the degradation and carried out detailed posting calculations based on additional information uncovered. This found that the outside beam has very deep cracking and significant signs of decay from drilling, so has very limited capacity. The beam placed 50 mm from it and bolted to it is in far better condition. The crack noted in it is relatively shallow and drilling showed sound timber. Based on these findings the capacity of the bridge has been recalculated, resulting in the posting remaining unchanged.

It is recommended that:

- The maintenance items identified are undertaken.
- The cracking and condition of these beams continues to be monitored.



Figure 4-7: Existing splitting in D/S beam



Figure 4-8: Close up of the replacement beam adjacent to original.

4.7.4 Bridge 1168.001 Waghorn Road

This is a four-span timber beam, timber deck structure with a total length of approximately 24m and an approximate construction year recorded in RAMM as 1989.

The bridge has been a concern for a number of years, particularly with the extensive corrosion of the metal connections. It is currently under investigation by WSP for a possible upgrade. Stantec visited the bridge to carry out a special access kayak inspection on 10 June 2020 but were met by WSP who had been engaged by SDC to carry out a more detailed review of the bridge, including pile inspection below water using divers. Given that both Consultants were effectively on site looking at the same things, but WSP were engaged to go into far more detail, and SDC could not be reached from site, it was agreed between WSP and Stantec that WSP would continue with their detailed inspection and they could provide SDC with the posting for Waghorn Bridge, as they had done with the Monowai suspension bridge.

Subsequent to this understanding, WSP are now not able to provide the posting certification for Waghorn bridge for SDC. WSP did provide a verbal description of what they found on site, along with photos of their inspection results. This identified that the structural timber was generally in reasonable condition, apart from the worn deck, some rot on at least one of the corbels, some cracking at the ends of some of the beams and the corroded metal fasteners, which have been a concern for a number of years. Based on the WSP information supplied and the past inspections carried out by Stantec the bridge posting should be reduced to 40% to help reduce some of the risks with very badly corroded or totally missing connections, the worn deck and some of the other issues seen from the recent WSP photos.

Given that the connectors between the pile caps and piles are at risk of potentially totally letting go, leading to potential loss of the superstructure, we strongly recommend that the bridge be closed at times when the water in the Lagoon is high enough for wave action to strike the bridge and that the connectors be inspected at close quarters at least once a quarter and after flood/wind events to ensure there is still sufficient remaining connection available. This work should continue until the connectors are replaced. Please note that if these recommendations are not followed our posting recommendation does not stand and the bridge should not be used.

4.7.5 Other Bridges Noted in Posting Schedule

There are a number of items noted in the posting schedule which should be followed up. Bridge **1253.001 Badwit Road** is an example of one of these bridges.



Figure 4-9: Split on beam 4 of Bridge 1253.001 Badwit Rd. Ongoing monitoring is required.

5. Posting Limits

SDC is required to advertise its posting restrictions annually in order that they remain legally binding and enforceable. Advertising details are contained in the HMV Regulations. The recommended posting changes are contained in Appendix E.

The following should be noted in terms of the posting schedule:

- The restrictions shown for bridge **1168.001 Waghorn Road** are based on a combination of Stantec's previous inspections of this bridge and information and photos provided by WSP. The posting is only valid if SDC implement the risk management approach outlined in the report.
- Stantec are not certifying bridge **3407.002 Lake Monowai Road** as we have not gained sufficient access to enable us to do this. We understand that you have engaged WSP to carry out work on the long term options for this bridge.
- Bridge **3015.004 Dipton Mossburn Road** requires a more detailed internal review by 30 October to confirm the extent of the decay of the beams. If this is not done SDC should reduce the posting further to mitigate the risks with not carrying out this work.
- The posting of Bridge **2563.001 Channel Road** may need to be amended following close up inspection during the bracing work on this bridge.

6. Limitations

While inspections are carried out in accordance with the relevant best practice guides and by experienced inspectors, there are several limitations which should be considered. These are covered in the following sections.

6.1 Timber Drilling

Timber drilling is undertaken on beams the inspector believes are suspect. This is usually triggered by the visual appearance as well as sounding using a hammer to listen for changes in density. The method is not overly scientific and when a beam is selected for drilling it is usually only done so in one or two locations. As such, there is remaining risk that decay is still present in a beam that was drilled, it was just not discovered. Therefore, SDC should not assume that because the beam has been drilled and no decay found, that it is free from decay.

6.2 Bridges Previously Posted but not Approved for Inspection

Stantec is only issuing a new and current posting certificate for the bridges that have been inspected by us during this inspection round. In total there are more posted bridges than that on the proposed and approved list. The posting certificate does not approve the posting on these bridges, and it does not apply to bridges that have been closed and may subsequently be reopened in the future. If the non-inspected bridges fail to be replaced, or are re-opened, they will need to have a posting inspection undertaken, posting calculations checked, and a posting certificate issued for those bridges. SDC should be aware that this could mean a split in the posted asset and will require the issue and advertising of multiple posting certificates. To avoid this, SDC should proceed with its replacement programmes.

6.3 Further Details on Methodology and Limitations

Stantec have set out the issues and limitations associated with bridge inspections, postings and capacity review of bridges in a series of documents including the following, which should be referred to alongside this report:

- The Stantec proposal, methodology and SFA to carry out the 2020 reposting of the agreed SDC bridges
- The methodology, risks and assumptions previously spelled out in Southland District Council Bridge Posting Reports such as the 2019 report provided in June last year
- The Stantec methodology, limitations and SFA for carrying out over-weight permit assessments for travel over SDC bridges.

7. Bridge Overall Condition Rating

The purpose of a condition rating was to provide a reasonable overview of the inspected bridge inventory. When applied to the full asset, it can provide clients with a brief snap shot of the overall condition of the asset as a whole. This can be useful when looking at developing forward maintenance and replacement strategies for the asset.

The rating scale consists of Excellent, Good, Moderate, Poor, or Very Poor. One of these ratings is assigned to each bridge based on the Engineer's feel for the overall condition of the structure. While it is subjective and based on an Engineer's judgment it is still a useful tool for a quick understanding of an assets condition. New ratings during each inspection round should be compared to previous ratings to give an indication on how the asset condition is changing with time.

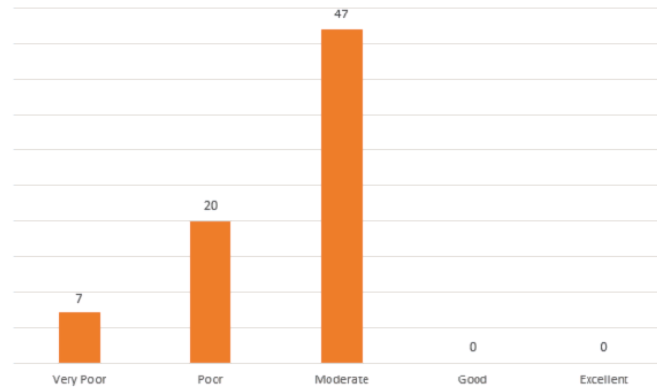
It should be noted that for this inspection cycle Stantec was inspecting Posted bridges only. These typically are posted because they have issues including a lower condition rating. As such we would not expect to see any in Excellent or Good condition here

Table 7-1 summarises the assigned ratings during this round of inspections. We acknowledge that SDC have not used this tool before, however we have provided this to illustrate its potential benefit to the SDC asset.

Table 7-1: Condition rating split by overall rating

Condition Rating	No. of Structures in This Year
Excellent	0
Good	0
Moderate	47
Poor	20
Very Poor	7
TOTAL	74

2020 Posted Bridge Condition Rating



8. Recommendations

Based on the information and details described in this report and from that seen onsite, we recommend the following:

- Continued monitoring of items identified and described in Appendix C
- SDC approval for routine maintenance to be carried out by the Network Maintenance Contractor as per the maintenance schedule contained in Appendix D
- SDC engage an engineer to undertake investigations as described in this report and contained in Appendix D
- SDC implement a closure of bridge 2619.001 Off Hall Road
- Implement actions in comments field of Bridge Posting Schedule

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Approval to Submit Funding Application to the Provincial Growth Fund for Observation Rock Upgrade Project and Unbudgeted Revenue and Expenditure Request.

Record No: R/20/6/22255
Author: Karen Purdue, Community Partnership Leader
Approved by: Rex Capil, Group Manager Community and Futures

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to seek approval from Council for unbudgeted expenditure relating to the Observation Rock project on Stewart Island/Rakiura and to seek approval to submit an application for funding to the Provincial Growth Fund.

Executive Summary

- 2 The project is to complete an upgrade of the Observation Rock viewing platform on Stewart Island/Rakiura. Observation Rock is the most visited viewing platform on the island, largely due to its proximity to the township of Oban.
- 3 The platform has safety issues which need to be addressed and it is now becoming a destination for night-time viewing with the island gaining accreditation as an international dark sky sanctuary. Stewart Island/Rakiura is one of only 12 dark sky sanctuaries worldwide and is the southernmost in the world making it a destination of importance for night sky enthusiasts.
- 4 Completing this project will enable Observation Rock to continue to be one of the key activities undertaken by visitors to Stewart Island/Rakiura. The platform will meet safety guidelines and be able to cater to those using it by day and night. Updated interpretation will share the key stories of the island, highlighting its cultural background and explaining the significance of its highly acclaimed night sky.
- 5 The funding for this project was initially applied for by the Department of Conservation (DOC) through the Stewart Island Visitor Levy in 2018. The initial estimates for the cost of the project were \$100,000.
- 6 A grant of \$80,000 was approved by the Stewart Island Visitor Levy Allocation Committee in 2018.
- 7 The extra \$20,000 was to be funded by “service in kind” from DOC and SDC.
- 8 Once the applications was approved and engineering plans completed it was discovered that the project required more extensive engineering than was initially anticipated and therefore the cost increased significantly.
- 9 DOC advised that they were unable to find the extra funding required from their budgets and the Stewart Island Rakiura Community Board advised that the visitor levy priority for funding was the rebuild of the Ulva Island and Golden Bay wharves and therefore there would be no additional funding considered for this project.

- 10 Subsequently, Southland District Council was encouraged on behalf of DOC, to put an application forward to the Provincial Growth Fund (PGF), after presenting this project to Al Morrison, senior regional officer and Kate Styles, PDU manager Central/South, for the Ministry of Business and Innovation and Employment. (MBIE)
- 11 The total cost of the project is \$193,500.
- 12 The funding application to the PGF is for \$113,500.
- 13 The Department of Conservation will register the new asset under it's (AMIS) asset management integrated system framework. This sets up ongoing maintenance plans for the asset which includes inspections, ongoing maintenance, depreciation and replacement. The Stewart Island/Rakiura Conservation Strategy will ensure the asset will also be managed under the Department of Conservation outcomes for the place. This will allow for public use/access and managed concession activities at the site.
- 14 Council has no ownership or ongoing obligations for the Observation Rock platform when completed.

Recommendation

That Council:

- a) **Receives the report titled "Approval to Submit Funding Application to the Provincial Growth Fund for Observation Rock Upgrade Project and Unbudgeted Revenue and Expenditure Request." dated 18 June 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) **Agrees to submit the application for unbudgeted revenue for the amount of \$113,500 for funding to the Provincial Growth Fund for the Observation Rock upgrade project.**
- e) **Approves the request for unbudgeted expenditure for the "Observation Rock" project in the amount of \$193,500, subject to the application to the Provincial Growth Fund being approved.**

Background

- 15 The project is to complete an upgrade of Observation Rock viewing platform on Stewart Island/Rakiura. Observation Rock is the most visited viewing platform on the island, largely due to its proximity to the township of Oban.
- 16 The platform has safety issues which need to be addressed and it is now becoming a destination for night-time viewing with the island gaining accreditation as an International dark sky sanctuary. Stewart Island/Rakiura is one of only 12 dark sky sanctuaries worldwide and is the southernmost in the world making it a destination of importance for night sky enthusiasts.

- 17 The upgrade viewing platform provides a 270-degree views of Ulva Island/Te Wharawhara Marine Reserve, Paterson Inlet, Mt Hananui (deed of recognition site) and Rakiura Dark Skies. A glass safety barrier will be installed which will include three interpretation panels to enhance the visitor experience. The interpretation themes are on the rich history of Stewart Island/Rakiura and the links with iwi and dark skies stories.
- 18 Congestion and the fall height has been a concern at the site and DOC has highlighted this under its visit risk management framework. Once the new platform is constructed it is expected that the capacity of the site will double.
- 19 Completing this project will enable Observation Rock to continue to be one of the key activities undertaken by visitors to Stewart Island/Rakiura. The platform will meet safety guidelines and be able to cater to those using it by day and night. Updated interpretation will share the key stories of the island, highlighting its cultural background and explaining the significance of its highly acclaimed night sky.
- 20 The proposed upgrade of Stewart Island's Observation Rock platform aligns with a range of regional plans:
- Southland Regional Development Strategy 2015 - 2025
 - Southland Murihiku Destination Strategy 2019-2029
 - Conservation Management Strategy and Rakiura National Park Plan 2011 – 2021
 - Stewart Island Community Board Plan 2021-2024
- 21 This project was supported by a number of people and organisations on the island. It was endorsed by the Stewart Island Community Board, Stewart Island Promotions and Great South (regional tourism organisation.)
- 22 The funding for this project was initially applied for by the Department of Conservation (DOC) through the Stewart Island Visitor Levy in 2018. The initial estimates for the cost of the project were \$100,000.
- 23 A grant of \$80,000 was approved by the Stewart Island Visitor Levy Allocation Committee in 2018.
- 24 The extra \$20,000 was to be funded by “service in kind” from DOC and SDC.
- 25 Once the application was approved and engineering plans completed it was discovered that the project required more extensive engineering than was initially anticipated and therefore the cost increased significantly.
- 26 The cost of the project increased to approximately \$170,000.
- 27 DOC advised that they were unable to find the extra funding required from their budgets and the Stewart Island Community Board advised that the visitor levy priority for funding was the rebuild of the Ulva Island and Golden Bay wharves and therefore there would be no additional funding considered for this project.
- 28 Subsequently, Southland District Council was encouraged, on behalf of DOC, to put an application forward to the Provincial Growth Fund (PGF), after presenting this project to Al Morrison, senior regional officer and Kate Styles, PDU manager Central/South, for the Ministry of Business and Innovation and Employment. (MBIE)
- 29 The total cost of the project is \$193,500, as specified:

Cost Description:	\$ (excluding GST)
SDC legal agreement cost recovery	\$ 5,000
Design fees, completion inspection, tender Q&A	\$ 19,500
Construction	\$ 135,000
Interpretation panels	\$ 15,000
Building consent	\$ 3,000
Contingency	\$ 16,000
Total	\$193,500

- 30 The funding application to the PGF is for \$113,500.
- 31 The Department of Conservation will register the new asset under the (AMIS) asset management integrated system framework. This sets up ongoing maintenance plans for the asset which includes inspections, ongoing maintenance, depreciated and replacement. The Stewart Island/Rakiura Conservation Strategy will ensure the asset will also be managed under the Department of Conservation outcomes for the place. This will allow for public use/access and managed concession activities at the site.

Issues

- 32 While it is clearly understood the project is a Department of Conservation project and the responsibility for the project delivery and ongoing asset management and maintenance sits with the Department it is important to note Council's role is to be the applicant organisation for the Provincial Growth Fund and be the fund holder on behalf of the Department of Conservation.
- 33 As with any multi agency project it is important to be explicit as to roles and responsibilities of all parties and to ensure these are clearly understood by all parties

Factors to Consider

Legal and Statutory Requirements

- 34 The Department of Conservation have the responsibility for project delivery and management and will be responsible for any legislative and statutory obligations related to the project.
- 35 Any agreement Council enters into with the Department will ensure roles and responsibilities for each party are clearly detailed.

Community Views

- 36 Letters of support were received from the Stewart Island Community Board, Stewart Island Promotions and Great South (regional tourism organisation.) The Dark Skies Steering Committee has also endorsed the project.

Costs and Funding

- 37 Council will incur costs to cover legal fees for the agreements required between Council and MBIE and Council and DOC for the project funding. This cost has been included in the funding application to MBIE.

Policy Implications

- 38 There are no policy implications to consider.

Analysis

Options Considered

- 39 The options to consider are whether to submit the application to MBIE for consideration by the Provincial Growth Fund or not.

Analysis of Options

Option 1 – To submit the application for funding of the Observation Rock upgrade project to the Provincial Growth Fund

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">the project would be able to proceed	<ul style="list-style-type: none">none

Option 2 – To not submit the application for funding of the Observation Rock upgrade project to the Provincial Growth Fund

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">\$70,000 of the \$80,000 grant from the Stewart Island visitor levy will be returned to the fund	<ul style="list-style-type: none">the project won't proceed

Assessment of Significance

- 40 This is not considered significant.

Recommended Option

- 41 Staff recommend Option 1, to submit the application for funding of the Observation Rock upgrade project to the Provincial Growth Fund.

Next Steps

- 42 Submit the application to MBIE.

Attachments

There are no attachments for this report.

Revoke delegations and dissolution of emergency committee for the Covid-19 response

Record No: R/20/6/12986
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 To revoke the delegations put in place for the Services and Assets Committee to make decisions during the Covid-19 pandemic, it also recommends that Council dissolve the Emergency Committee and further revokes the powers given to the Chief Executive in the event that Council could not meet during that time.

Executive Summary

- 2 At its meeting of 24 March 2020 Council agreed to changes in delegations for the Services and Assets Committee and to form an Emergency Committee during the period of the Covid-19 pandemic event.
- 3 Council further agreed to delegate all of its powers to the Chief Executive in consultation with the Mayor and/or Deputy Mayor in the event that Council, its committees or community boards were unable to hold meetings that complied with the requirements of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987. A copy of that report is attached.
- 4 Council passed the recommendations to ensure that there was a mechanism in place to allow lawful decision-making if needed during the Covid-19 alert levels limitation on physical meetings.
- 5 Subsequent to this meeting, the Government passed the Covid-19 Response (Urgent Management Measures) Legislation Act 2020. This new legislation allowed that whilst the epidemic notice is in force for Covid-19 enabling elected members to attend Council, committee or community board meetings remotely via audio or audio visual links. The epidemic notice currently expires on 22 June 2020.
- 6 Given the move to alert level 1 it is now appropriate for Council to revoke the delegations agreed to at its meeting on 24 March 2020.

Recommendation

That the Council:

- a) **Receives the report titled “Revoke delegations and dissolution of emergency committee for the Covid-19 response” dated 18 June 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) **Revokes on 24 June 2020 the revised delegations to the Services and Assets Committee agreed in resolution (d) of the report dated 24 March 2020.**
- e) **Dissolves the Emergency Committee that comprised of three Councillors being Mayor, Tong, Deputy Mayor Kremer and Cr Douglas, agreed in resolution (e) of the report dated 24 March 2020**
- f) **Revokes the delegations to the Chief Executive to exercise the responsibilities, duties and power of Council in the event that Council, its committees or community boards could not meet, resolution (j) of the report dated 24 March 2020.**

Background

- 7 At its meeting held on 24 March 2020, Council given the effects of the Covid-19 pandemic were unknown and the uncertainty around the length of time that the country would be in restrictive alert levels were asked to make some decisions around delegations and the formation of an Emergency Committee to ensure that governance decisions could be made during the event.
- 8 It should be noted that at that time it was also not clear whether legislation could be changed to allow meetings via audio or audio visual methods.

Issues

- 9 The need for Council to have these delegations in place has been reduced given the government passed legislation in the form of the Covid-19 Response (Urgent Management Measures) Legislation Act 2020. This new legislation allowed that, whilst the epidemic notice is in force, for Covid-19 enabling elected members to attend Council, committee or community board meetings remotely via audio or audio visual links. This order currently expires on 22 June 2020 and it is not clear, at the time of writing this report, whether it will be extended.

Factors to Consider

Legal and Statutory Requirements

- 10 Section 24.1 of Council's standing orders states that:

The local authority, on a recommendation in a report by the Chairperson, chief executive, or any committee or subcommittee, local or community board, may revoke or alter all or part of a resolution passed by a previous meeting. The chief executive must give at least two clear working days' notice of any meeting that will consider a revocation or alteration recommendation.

Community Views

- 11 Community views were not sought, however the community would expect Council to have the correct delegations and processes in place to enable decision making and the consistent delivery of its services.

Costs and Funding

- 12 There are no costs or funding implications as a result of this report.

Policy Implications

- 13 There are no direct policy implications created by this report.

Analysis

Options Considered

- 14 There are two options for Council to consider. These are to revoke the delegations agreed at its meeting on the 24th March (option 1), or Do nothing (option 2).

Analysis of Options

Option 1 – Revoke previous resolutions

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Is consistent with the move to alert levels 1 and recognises that the risk of Council not being able to meet in accordance with normal provisions is low• Decisions would be made using the original governance structures including full Council.	<ul style="list-style-type: none">• Does not allow for a scenario in which elected members are unable to undertake their normal duties.

Option 2 – Do nothing

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">Enables Council to function and make decisions in the event that there was a further outbreak of Covid-19 and a number of elected members were unable to undertake their roles.	<ul style="list-style-type: none">There are no disadvantages to this option

Assessment of Significance

- 15 This decision is not considered significant in relation to Council's Significance and Engagement Policy.

Recommended Option

- 16 It is recommend that Council revoke the delegations and formation of an Emergency Committee previously agreed at its meeting on 24 March 2020.

Next Steps

- 17 If Council approved the recommendations, staff will be asked to update the delegations manual.

Attachments

- A Report to Council - Services and Assets Committee delegations and Emergency Committee for the Covid-19 response [↓](#)

Extraordinary Council
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Services and Assets Committee delegations and Emergency Committee for the COVID-19 response

Record No: R/20/3/6793
Author: Rex Capil, Group Manager Community and Futures
Approved by: Steve Ruru, Chief Executive

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 This report seeks approval for proposed changes to the delegations for the Services and Assets Committee and to form an Emergency Committee during the period of the COVID-19 pandemic event.

Executive Summary

- 2 Council is currently considering the effects of the COVID-19 pandemic event.
- 3 The long term impacts of COVID-19 are unknown and create a high degree of uncertainty for all. In preparation for this situation Council has a responsibility to ensure it continues to function to best serve its communities and deliver services accordingly.
- 4 With the uncertain nature of the overall impact of the COVID-19 event and uncertainty around the length of time the impact may affect Council and its communities there is a need for Council to review its current governance structure and delegations to ensure that governance decisions can continue to be made throughout the event.
- 5 One of the implications of the COVID-19 event is related to person to person contact and appropriate social distancing. There are also issues related to people to self-isolate or becoming unwell. This raises the question about attendance at meetings and the possibility of a number of councillors not being able to undertake their normal duties and hence having an impact on the decisionmaking roles and responsibilities of Council to ensure that it continues to function during the event.
- 6 Council is requested to consider revising the delegations of the Services and Assets Committee to deal with its quorum, scope of activities and power to act during the period of the COVID-19 pandemic event.
- 7 In addition it is also proposed that an Emergency Committee be formed so that it can make decisions on behalf of Council should it not be practical to utilise the Services and Assets Committee and/or full Council.

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Recommendation

That the Council:

- a) **Receives the report titled "Services and Assets Committee delegations and Emergency Committee for the COVID-19 response" dated 23 March 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 revised delegations to the Services and Assets Committee during the period of the COVID-19 pandemic event, specifically being:**
 - (i) **Change the quorum from being 'Not less than seven members' to being 'A minimum of two members physically present with at least five other members attending by way of being physically present, by audio link or by audio visual link.'**
 - (ii) **Add into scope of activities 'The committee is also responsible for making decisions on urgent matters relating to all Council services during the period of the COVID-19 pandemic event.'**
 - (iii) **Add to the delegations power to act '(i) approve and/or assign all contracts for work, services or supplies for unbudgeted expenditure up to \$10 million and noting this excludes the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan.'**
- e) **Approves the formation of an Emergency Committee for the period of the COVID-19 pandemic event with a membership of three councillors being Mayor Tong, Deputy Mayor Kremer and Cr Douglas.**
- f) **Agrees that in the event that a member of the Emergency Committee is not able to fulfil their duties as a member of that committee then Cr Menzies, will in the first instance become a member of the committee followed by Cr Scott in the second instance.**
- g) **Approves the terms of reference for the Emergency Committee outlined in Attachment B.**
- h) **Directs the Chief Executive to report back to Council in December 2020 to enable it to determine whether the COVID-19 pandemic is continuing or has ended.**

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Background

- 8 Council approved the terms of reference and delegations for the 2019-2022 governance structure at its meeting on 1 November 2019. This included the terms of reference for the Services and Assets Committee.
- 9 As a result of the uncertainties created by the recent COVID-19 pandemic event situation, Council is requested to consider revising the delegations of the Services and Assets Committee to deal with its quorum, scope of activities and power to act during the period of the COVID-19 pandemic event. This change is proposed given that the quorum requirements for Council, which in accordance with schedule 7 of the Local Government Act 2002, require at least seven members to be physically present. The same restriction does not apply to committees.
- 10 To provide an extra protection mechanism it is also proposed that Council agree to form an Emergency Committee that can be utilised in situations where it is not practical to pull together a meeting of the Services and Assets Committee. These changes would continue to apply for the period of the COVID-19 pandemic event.
- 11 The proposed new delegations for both the Services and Assets Committee and Emergency Committee are attached (Attachment A) for approval.
- 12 The delegations proposed for the Emergency Committee are more extensive than the amendments proposed for the Services and Assets Committee. This has been done so that the committee has the ability to address any eventuality that may develop during the COVID-19 event.

Issues

- 13 There is a need for Council to review the governance arrangements that it has in place for ensuring that governance decisions can continue to be made throughout the COVID-19 event.
- 14 The proposed changes to the delegations for the Services and Assets Committee and delegations for the Emergency Committee recognise the rapidly changing nature of the COVID-19 and that it is possible during the event that a number of councillors may not be able to undertake their normal duties. Hence, the proposed changes attempt to ensure that the issues and risks related to the pandemic event are considered and minimised for Council and the communities it serves.

Factors to Consider

Legal and Statutory Requirements

- 15 The Southland District Council Standing Orders adopted by Council on 1 November 2019 detail the requirements for a quorum and also detail requirements for attendance at meetings.
- 16 Section 11.1 of standing orders details specifically a quorum for a meeting of Council is:
 - (a) half of the members physically present, where the number of members (including vacancies) is even; and
 - (b) a majority of the members physically present, where the number of members (including vacancies) is odd.

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- 17 The quorum for Council is a legislative requirement of the Local Government Act 2002 cl. 23 (3)(a) Schedule 7. Council can not alter this legislative requirement. Where this has implications is with regard to the need for members to be physically present.
- 18 Section 11.2 of standing orders details specifically a quorum for committees and subcommittee meetings. A Council sets the quorum for its committees and subcommittees, either by resolution or by stating the quorum in the terms of reference. The Local Government Act 2002 cl. 23 (3)(b) Schedule 7 requires a quorum for a committee is not fewer than two (2) members of the committee.
- 19 The difference for a quorum for Council and for a quorum for a committee is that Council can set the quorum for its committees (as long as it is not fewer than two (2) members) but cannot alter the quorum for Council as per the Local Government Act 2002.
- 20 In regards to attending by audio or audio visual link, Section 13.7 of standing orders details the member's right to attend by audio or audio visual link. Provided the chairperson gives approval to attend meetings by electronic link as per standing orders 13.11 and the request is made accordingly as per standing orders 13.12 then members are able to attend committee meetings by means of an electronic link.
- 21 It is noted as per section 13.8 and 13.9 of standing orders, members who attend committee meetings by electronic link will not be counted as present for the purposes of a quorum (this is as per cl. 25A (4), Schedule 7 of the Local Government Act 2002); and where a meeting has a quorum, determined by the number physically present, the members attending by electronic link can vote on any matters raised at the meeting.

Community Views

- 22 Community views have not been sought on this matter as it is an extraordinary situation and requires immediate action by Council to allow it to be prepared and continue to function and best serve its communities during the period of the COVID-19 pandemic event. The community would expect Council to proceed and make the decisions necessary during such an event.

Costs and Funding

- 23 There are no extraordinary costs or funding implications as a result of the revision of the Services and Assets Committee terms of reference or the proposal to form an Emergency Committee.

Policy Implications

- 24 There are no direct policy implications in the revision of the Services and Assets Committee terms of reference or the formation of an Emergency Committee.

Analysis

Options Considered

- 25 There are three options for Council to consider. These are to approve the Services and Assets Committee revised delegations and formation of an Emergency Committee (option 1), to just approve the formation of an Emergency Committee (option 2) or Do Nothing (option 3).

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Analysis of Options

Option 1 – Approve the revised Services and Assets Committee delegations and formation of an Emergency Committee

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Assists in preparing Council for greater agility to support its governance and decision making role in response to the COVID-19 pandemic event. Will allow for all councillors to be involved in a number of important decisions where matters can be considered by the Services and Assets committee. Provides clarity as to the delegations regarding the Services and Assets Committee revised delegations during the period of the COVID-19 pandemic event. Provides flexibility with the Emergency Committee being able to operate where it is not practical for the Services and Assets Committee to be involved and/or there is a degree of urgency required. Enables Council to continue to function effectively during the period of the COVID-19 pandemic event. 	<ul style="list-style-type: none"> There are no disadvantages to this option.

Option 2 – Approve formation of an Emergency Committee only

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Provides Council with greater agility to make governance decisions during the period of the COVID-19 pandemic event. Provides flexibility with the Emergency Committee being able to operate where it is not practical for the Services and Assets Committee to be involved and/or there is a degree of urgency required. Enables Council to continue to function effectively during the period of the COVID-19 pandemic event. 	<ul style="list-style-type: none"> Does not allow for a scenario in which all councillors able to undertake their normal duties can potentially be involved the decision-making process.

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Option 3 – Do Nothing

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Decision-making would continue to be made using the existing governance structures including full Council. 	<ul style="list-style-type: none"> This could limit the ability for Council to effectively function in times where the community it serves requires leadership and direction from Council. It would potentially expose council elected members and staff to be at risk from a public health perspective. Council may not be able to meet at certain times due to the inability to get the required 7 members together physically in the one place.

Assessment of Significance

- 26 The decision is not considered significant in relation to Council's Significance and Engagement Policy.
- 27 However in assessing its significance it is noted that it does acknowledge the Significance and Engagement Policy. In so doing it is recognised that the decision will assist in ensuring Council is in a strong position to perform its role. It also supports Council in taking a leadership role in supporting the current and future social, economic, environmental and cultural wellbeing of the district.

Recommended Option

- 28 It is recommended to Council that they approve the Services and Assets Committee revised delegations and the formation of an Emergency Committee during the period of the COVID-19 pandemic event.

Next Steps

- 29 If Council approves the recommendations the delegation manual will be updated and the Council can operate accordingly within the revised delegations.

Attachments

- A Services and Assets Committee - revised delegation 14 March 2020 tracked changes
 B COVID-19 Emergency Committee - Terms of Reference

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24 March 2020

8.4.3 Services and Assets Committee

TYPE OF COMMITTEE	Council standing committee
RESPONSIBLE TO	Council
SUBCOMMITTEES	None
LEGISLATIVE BASIS	Committee constituted by Council as per schedule 7, clause 30 (1)(a), LGA 2002 Committee delegated powers by Council as per schedule 7, clause 32, LGA 2002
MEMBERSHIP	The Services and Assets Committee is a committee of the whole Council. The mayor and all the councillors will be members of the Services and Assets Committee.
FREQUENCY OF MEETINGS	Six weekly or as required
QUORUM	A minimum of two members physically present with at least five other members attending by way of being physically present, by audio link or by audio visual link.
SCOPE OF ACTIVITIES	The Services and Assets Committee is responsible for ensuring that Council delivers its infrastructural asset based services in an effective and efficient manner that meets the needs of its communities and protects the investment that Council has in these assets. The committee is responsible for overseeing the following Council activities: <ul style="list-style-type: none"> • transport • property management including community facilities, acquisitions and disposals (including land dealings) • forestry • water supply, wastewater and stormwater • solid waste management • flood protection • waste management • Te Anau airport • Stewart Island Electrical Supply Authority • Stewart Island Jeties and Rorerton Harbour • water supply schemes. <p>The committee is also responsible for making decisions on urgent matters relating to all Council services during the period of the COVID-19 pandemic event.</p>
DELEGATIONS	The Services and Assets Committee shall have the following delegated powers and be accountable to Council for the exercising of these powers Power to Act The committee has the delegated authority to: <ol style="list-style-type: none"> a) assess and provide advice to Council on the strategic issues relating to the delivery of infrastructural asset services

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	<p>b) reviewing and recommending to Council strategies on how it should go about managing the delivery of the infrastructural asset services that it provides</p> <p>c) monitor the condition and performance capability of the infrastructural assets owned by Council so as to ensure that it protects its investment in these assets in accordance with accepted professional standards</p> <p>d) monitor the delivery of capital works projects and the implementation of the capital works programme</p> <p>e) monitor the delivery of operations and maintenance contracts</p> <p>f) approve and/or assign all contracts for work, services or supplies where those contracts relate to work within approved estimates. Where the value of the work, services, supplies or business case or the value over the term of the contract is estimated to exceed \$2 million a prior review and recommendation of the business case by the Finance and Assurance Committee is required. The business case shall include as a minimum, risk assessment, a procurement plan and financial costs. If there is a different recommendation from the Finance and Assurance Committee the matter will be referred to Council for a decision</p> <p>g) monitor the return on all Council's investments including forestry</p> <p>h) monitor and track Council contracts and compliance with contractual specifications.</p> <p>i) <u>approve and/or assign all contracts for work, services or supplies for unbudgeted expenditure up to \$1.0 million and noting this excludes the power to borrow money, or purchase or dispose of assets, other than in accordance with the long term plan.</u></p> <p>Power to Recommend The Services and Assets Committee is responsible for considering and making recommendations to Council regarding:</p> <p>a) policies relating to the scope of activities of the Services and Assets Committee</p> <p>b) changes to Council's adopted levels of service</p> <p>c) the dividend from the forestry business unit</p>
FINANCIAL DELEGATIONS	<p>Council authorises the following delegated authority of financial powers to Council committees in regard to matters within each committee's jurisdiction.</p> <p>Contract Acceptance:</p> <ul style="list-style-type: none"> accept or decline any contract for the purchase of goods, services, capital works or other assets where the total value of the lump sum contract does not exceed the sum allocated in the Long Term Plan/Annual Plan and the contract relates to an activity that is within the scope of activities relating to the work of the Services and Assets committee accept or decline any contract for the disposal of goods, plant or other assets other than property or land. <p>Budget Reallocation.</p>

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	<p>Committee is authorised to reallocate funds from one existing budget item to another. Reallocation of this kind must not impact on current or future levels of service and must be:</p> <ul style="list-style-type: none"> • funded by way of savings on existing budget items • within the jurisdiction of the committee • consistent with the Revenue and Financing Policy.
LIMITS TO DELEGATIONS	<p>Matters that must be processed by way of recommendation to Council include:</p> <ul style="list-style-type: none"> • amendment to fees and charges relating to all activities • powers that cannot be delegated to committees as per the Local Government Act 2002 and sections 2.4 and 2.5 of this manual. <p>Delegated authority is within the financial limits in section 5 of the manual.</p>
STAKEHOLDER RELATIONSHIPS	<p>This committee shall maintain relationships including, but not limited to the following organisations:</p> <ul style="list-style-type: none"> • Community Boards • Regional Land Transport Committee • WasteNet • FENZ (Fire and Emergency New Zealand) <p>The committee will also hear and receive updates to Council from these organisations, as required.</p>
CONTACT WITH MEDIA	<p>The committee chairperson is the authorised spokesperson for the committee in all matters where the committee has authority or a particular interest.</p> <p>Committee members do not have delegated authority to speak to the media and/or outside agencies on behalf of Council on matters outside of the board's delegations.</p> <p>The group manager services and assets will manage the formal communications between the committee and the people of the Southland District and for the committee in the exercise of its business.</p> <p>Correspondence with central government, other local government agencies or official agencies will only take place through Council staff and will be undertaken under the name of Southland District Council.</p>



Covid-19 Emergency Committee

Terms of Reference

TYPE OF COMMITTEE	Council committee
RESPONSIBLE TO	Council
SUBCOMMITTEES	None
LEGISLATIVE BASIS	Committee constituted by Council as per schedule 7, clause 30 (1)(a), LG/A 2002. Committee delegated powers by Council as per schedule 7, clause 32, LG/A 2002.
MEMBERSHIP	Mayor (chairperson) Deputy Mayor (deputy chairperson) Cr Douglas In the event that one of the committee members is not available the vacancy on the committee shall be filled by Cr Christine Menzies in the first instance and Cr Rob Scott in the second instance.
FREQUENCY OF MEETINGS	As required
QUORUM	Two members
SCOPE OF ACTIVITIES	The Emergency Committee is responsible for: <ul style="list-style-type: none"> determining matters within the authority of Council where the urgency of the matter or other circumstances preclude a full meeting of Council or emergency legislation is enacted.
DELEGATIONS	Council delegates to the Emergency Committee the following powers: <ul style="list-style-type: none"> (a) to exercise all Council functions that cannot be exercised by Council using its standard processes and procedures due to the COVID-19 pandemic, except for those that: <ul style="list-style-type: none"> have been delegated to staff cannot be delegated pursuant to clause 32 of Schedule 7 of the Local Government Act 2002, or pursuant to any other legislation.
FINANCIAL DELEGATIONS	The committee has full financial authority to act on behalf of Council except as constrained by legislation. It is noted that in accordance with clause 32(1)(c) of Schedule 7 of the Local Government Act 2002 the committee cannot borrow money, or purchase or dispose of assets other than in accordance with the long term plan.
CONTACT WITH MEDIA	The chairperson of the committee is the authorised spokesperson for the committee in all matters where the committee has authority or a particular interest. Committee members do not have delegated authority to speak to the media and/or outside agencies on behalf of Council on matters outside of the committee's delegations unless expressly given.

Covid-19 Emergency Committee - TOR
22/03/2020

Southland District Council
Te Rohe Pōtae o Murihiko

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Management Report

Record No: R/20/6/13233
Author: Steve Ruru, Chief Executive
Approved by: Steve Ruru, Chief Executive

☐ Decision

☐ Recommendation

☒ Information

Chief Executive

Freshwater Reform

1. In September 2019 the government released their Essential Freshwater package for consultation (<https://www.mfe.govt.nz/consultation/action-for-healthy-waterways>). The proposals released included three proposed management documents – a replacement National Policy Statement for Freshwater (NPS), proposed National Environmental Standards for Freshwater (NES) and draft Regulations for Stock Exclusion from Waterways.
1. 2. The government have recently announced the decisions that they have made on the original package of proposed reforms. In total they received some 17,500 submissions, which were analysed by the Ministry for the Environment and an Independent Advisory Panel. The decisions made are now included in an Action for Healthy Waterways package that is available on the Ministry for the Environment website (<https://www.mfe.govt.nz/publications/fresh-water/decision-national-direction-freshwater-glance-summary>).
3. The key decisions made include:
 - the development of a new National Policy Statement for Freshwater Management, to replace the current NPS that was last updated in 2017, and National Environmental Standard for Freshwater
 - recognition of Te Mana o te Wai as the overarching goal for the management of waterways and greater recognition of Maori values in the management of waterways in the revised NPS
 - restrictions on agricultural intensification and a new mandatory requirement for the development of freshwater sections in farm plans
 - restrictions on any activities leading to the loss of streams and natural wetlands with the aim of promoting restoration
 - requirements to fence waterways to stop stock accessing them
 - new controls around winter grazing and stock holding areas.
4. Work will now proceed with the implementation of the above decisions including drafting of the new NPS and NES.
5. As part of its work in this area the Ministry for the Environment is continuing its work to support improvements to regulatory arrangements for Three Waters infrastructure. This includes progressing the development of a proposed new National Environmental Standard for

wastewater discharges and overflows, as signalled in the Action for Healthy Waterways discussion document last year.

Local Government Procurement

6. The Office of the Auditor General (OAG) has recently released a brief article summarising a range of questions that local authorities should consider in relation to their procurement activity and in considering opportunities to improve such. A copy of the article is available on the OAG website (<https://oag.parliament.nz/2020/local-govt-procurement/docs/local-govt-procurement.pdf>).
7. The topics that the questions cover are:
 - good governance for procurement
 - planning for significant capital projects
 - conflicts of interest
 - emergency procurement
 - procurement capability and capacity
 - procurement policies and training
 - contract management
 - achieving broader outcomes through procurement.

Covid-19

8. With the move to alert level 2 from 14 May, a decision was made to gradually open the Invercargill and area offices with the appropriate social distancing, contact tracing and other requirements. In relation to the area offices there has been a need to have restricted hours given the need to have additional staffing in place to meet all of the alert level 2 requirements.
9. The Ministry for Social Development are publishing regular updates showing changes in the number of people seeking jobseeker support by region and district. The following table shows the percentage of the working age population by MSD region as at the end of May:

Region	Number of recipients of Jobseeker Support		Percentage of the estimated working-age population receiving Jobseeker Support	
	29-May-2020	3-Jan-2020	29-May-2020	3-Jan-2020
Work and Income region				
Auckland Metro	62,089	45,414	5.8	4.3
Bay of Plenty	18,306	15,133	8.4	6.9
Canterbury	17,690	13,256	5.0	3.8
Central	10,541	8,693	6.7	5.5
East Coast	9,967	8,285	7.9	6.6
Nelson	6,664	4,880	6.0	4.4
Northland	11,435	9,169	11.0	8.8
Southern	10,909	8,509	4.4	3.5
Taranaki	9,748	8,016	8.0	6.5
Waikato	16,301	12,845	7.2	5.7
Wellington	15,580	12,381	5.6	4.4
Other region	288	157	0	0
Total	189,518	146,738	0	0

10. From the above it can be seen that the Southern region has the lowest proportion of its working age population receiving jobseeker support at 4.4%.
11. The table below shows the percentage for the Southland region was at 4.9% which had increased, from 4% at the start of January 2020. This increase equated to an additional 533 individuals across the Southland region.

Jobseeker support recipients	Number of recipients of Jobseeker support		Percentage of the estimated 15–64 population receiving Jobseeker support	
	29 May 2020	3 Jan 2020	29 May 2020	3 Jan 2020
Regional Council				
Auckland Region	62,089	45,414	5.6	4.1
Bay of Plenty Region	15,183	12,688	7.8	6.5
Canterbury Region	19,808	14,910	4.8	3.6
Gisborne Region	2,871	2,489	9.6	8.4
Hawke's Bay Region	7,096	5,796	6.8	5.5
Manawatu-Wanganui Region	11,042	9,210	7.2	6.0
Marlborough Region	1,483	1,000	5.1	3.4
Nelson Region	1,511	1,152	4.6	3.5
Northland Region	11,435	9,169	10.3	8.2
Otago Region	5,688	4,285	3.6	2.7
Southland Region	3,103	2,570	4.9	4.0
Taranaki Region	4,883	3,915	6.5	5.2
Tasman Region	2,166	1,492	6.5	4.5
Waikato Region	20,194	15,872	6.7	5.3
Wellington Region	19,174	15,383	5.4	4.3
West Coast Region	1,504	1,236	7.5	6.1
Other/Unknown Region	288	157		
Total	189,518	146,738		

Auditor-General Strategic Intentions to 2025

12. Every three years the Auditor-General is required, under the Public Finance Act 1989, to publish a strategic intentions document outlining his areas of proposed focus over the coming five years.
13. The latest version was released in late May and is available on the OAG website (<https://oag.parliament.nz/2020/strategic-intentions/docs/strategic-intentions.pdf>).
14. As the auditor of every public organisation, the Auditor-General is uniquely placed to understand the challenges, risks, and issues facing the public sector and how it might best respond to ensure that it is meeting the standards expected and is meeting community needs. He is also well positioned to provide good practice guidance to the broader public sector highlighting opportunities for improvement.
15. The work programme proposed is focussed around four areas of increased focus. These are:
 - examining how well the public sector achieves positive change for New Zealanders
 - helping the community to become better informed about public sector performance and accountability
 - being more active in sharing insights about good practice
 - helping to improve the public sector accountability system.

16. These areas of work will have an impact on the areas in which the OAG (and Audit NZ) will be focussed in their reviews of the performance of local government.

Environmental Services

Group Managers Update

17. Emergency management aspects of the business have obviously been under pressure since February when we were hit by the flooding issues and then subsequently with Covid-19.
18. Resources from within Council were called upon to assist cope with the emergency management centre responsibilities during both events. This has impacted the environmental services group's productivity and outputs but we are getting back on track slowly but surely.
19. Museum activities are nearly back on track following lockdown and we hope to bring an update to Council in the near future. Project Ark was successful in obtaining funding to continue their work.
20. The Predator Free Rakiura project has been successful in obtaining funds for the continuation of their programme for a further 12 months. This has been a collaboration between DoC who are funding the salary and engagement related costs; and Council who will be contributing in kind with leadership, overhead costs and incidentals such as IT, travel and training. This will assist the project in the short term while more substantial funding is secured.

Environmental Health

21. The team was to present a report to the Regulatory and Consents Committee, to recommend that the current 30% discount to alcohol annual fees be reviewed, as the alcohol licensing budget is forecast to be in deficit over the next year.
22. Management decided to postpone this review, considering that this was a not a good time to effectively increase fees with alcohol licensed businesses being severely affected from both the flooding and also Covid.
23. Staff will present this report next year. The bylaw is required to be reviewed in October 2020. A bylaw that isn't reviewed as required, is revoked two years after it should have been reviewed (in this case October 2022), and so the discount enabled by this bylaw will continue in effect until it is reviewed next year.

Dog Control

24. Dog registration reminders will be sent in the week commencing 8 June 2020. A summary of some of the changes from last year is below for councillors information:
- new dog registrations can now be completed online, and so all dog registrations including changes, can be completed online
 - dog registration forms will now be emailed to dog owners that have email addresses registered with Council. The remainder will be posted as normal.
 - incentivising online registrations by:
 - increasing the prize draw from last year from last year

- increasing Council's communications campaign include (Facebook, flyer that accompanies registration forms, posters, the forms, newspaper ads, First Edition, the Southland App, radio ads)
- printing a message to promote online registration on envelopes.

Resource Management

25. 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 and after lockdown. There has also been a vacancy within the team which has, in conjunction with the additional work created by Covid, impacted on getting consents issued within timeframes.
26. Dark Skies Plan Change for Rakiura – the hearing for the Council initiated plan change was held on 12 February and a decision is anticipated to be released 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.
27. Up until 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. 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.
28. Since the last management report there have been a number of enquiries about plans for a large (3,300ha) plantation forest establishing in the Upper Maitai Valley. Resource consent was required for a small portion of the forest but the majority of the plantation is a permitted activity under the National Environmental Standard for Plantation Forestry (NES-PF) as Council has not mapped landscapes or significant natural areas across the region.
29. 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 indicating that achieving the requirements of the NPS 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 also 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 likely be gazetted prior to the general election in September but this may change now with Covid-19.
30. Resource consent data for previous few months:
 - March – 25 applications received, 24 decisions issued.
 - April - 27 applications received, 15 decisions issued.

- May – 28 applications received, 16 decisions issued.

Building Solutions

31. We recently filled two long standing vacancies with the successful applicants starting on the 8th June and 22nd June. Although they will require some training on Council systems, it is expected that they will be up and running quickly as they both have significant local government experience and are both at a senior level.
32. With Go-Get electronic building consent processing now up and running we are able to utilise consultant resources to assist in managing the increased workload due to Covid-19 restrictions. The team are aiming to lift the percentage of building consents issued on time and this is being monitored and reported weekly.
33. Below is information showing the percentage of compliance to statutory timeframes for issuing consents:
 - May: 73% Within Timeframe (63 building consents issued/43 CCCs issued/36 CCCs refused)
 - April: 79.5% Within Timeframe (44 building consents issued/43 CCCs issued/18 CCCs refused)
 - March: 75.5% Within Timeframe (94 building consents issued/38 CCCs issued/11 CCCs refused)
 - February: 44.4% Within Timeframe (45 building consents issued/41 CCCs issued/74 CCCs refused)

Customer Delivery

34. At the time of writing this group commentary we were in alert level 2 and so the content is written on that basis. Much of May was spent organising and implementing procedures to be able to open and engage with customers during alert level 2 across our library network. There was a significant amount of preparation required over the short timeframe and this being completed was a credit to all involved.

Customer Support

35. Moving to alert level 2 required some changes to how reception operated, staff were utilised to act in a concierge role to meet and greet visitors and assist them signing in for contact tracing purposes. This role was in place for the first two weeks of alert level 2. The team has also been busy with the last week of rates payments for the final instalment for the year and training for the upcoming dog registration period.
36. Call numbers have fluctuated over the month with some days busy and others quieter.
37. Attached (Attachment A) is the reporting relating to those requests for service which were closed outside of service level during May. The vertical axis shows the business unit responsible for the request and the horizontal axis has the number of requests resolved outside of service level. Overall, the alert level 2 restrictions in place did delay several requests.

Libraries

38. District based customer support staff have been redeployed to several area offices during alert level 2 to provide adequate resource to enable the staggered opening of the branches. As at 2 June all offices and libraries have reopened with the exception of Wyndham. An initial surge in visitor numbers was experienced on re-opening and has now steadied. Council services are available at all open branches, and customers are able to arrange book collection through a variety of methods.
39. Due to the guidelines put in place, programming in our libraries has still been suspended during alert levels 2-4, but should be making a return during alert level 1. Purchasing of collection items, also suspended during alert level 3 and 4, has resumed though many of the supply chains from distributors continue to experience delays with a lot of releases being pushed back many months.
40. The mobile book bus was redeployed during alert level 2 to help deliver books to our wider community as part of our call and collect service.

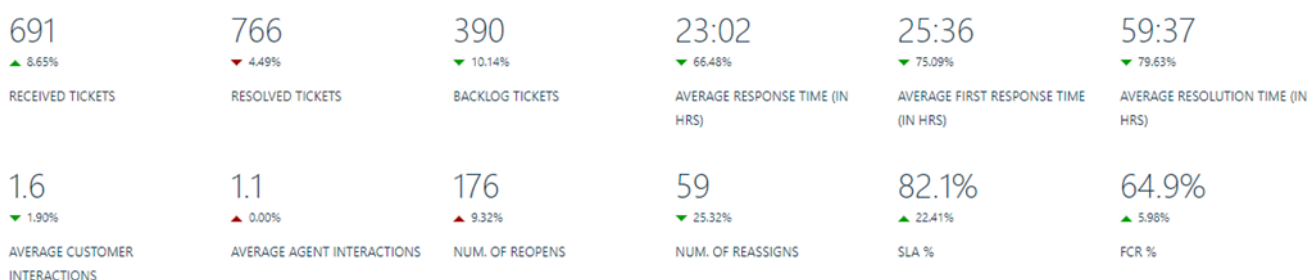
Knowledge Management

41. LIM applications and property file requests increased significantly at alert level 2. Property files in particular have been very busy with 26 requests received in one day. During the month of May 23 LIMs were lodged and 17 issued and 131 property files were provided to customers. Process improvements gained during the lockdown have continued with staff returning to the office, in particular the removal of paper processes.

Business Solutions

42. May has continued to be another busy month with the team continuing to support staff in a new mixed working environment. May has also seen us resolving more tickets than we received and overdue tickets dropping below 100 for the first time in 18 months.

Service Desk: 1 May 2020 – 31 May 2020



43. The team continues working on several projects to prepare us 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.
44. Some of the current projects are:
 - the GoGet project successfully went live on 13 May and has been working well with only minor issues being reported. Ongoing training and improvement will continue as we become more familiar with the capabilities of the software.

- deployment of new laptops started in May and will continue through June as the team needs to set up each device with the new user's previous data and profile information.
- the team has finalised preparations for the Pathway server migration from ICC to SDC with a migration date set for 20 June. This has been a major undertaking but has improved our knowledge of how this Pathway works and identified what systems rely on Pathway data. This knowledge has been well documented and will prove useful for when we migrate to the Cloud.
- the team deployed a new online web application in the form of CityWatch, which is a modern version of our old ePathway system.

Services and Assets

Group Manager Update

45. At the time of writing this group commentary we were in alert level 2 and so the content is written on that basis.
46. The two primary focus areas for the services and assets group currently are, closing out the financial year strongly and completing a robust activity management planning process in the lead up to LTP 2031. The majority of the team is now back in the office operating at full capacity.
47. As part of the Activity Management Plan and works programme development process, activity managers have met with each of the nine community boards to discuss their various asset portfolios, the major challenges, opportunities and the anticipated investment requirements over the upcoming LTP period. These sessions were helpful for both elected members and staff to develop a common understanding of priorities moving forward.
48. The 30 year Infrastructure Strategy is nearing completion and is planned to be presented to Council for review and approval in July.
49. The services and assets group continues to take stock of the contractual implications of Covid-19, both in terms of time and cost. The pandemic has impacted the majority of both capital and maintenance contracts to some extent.

Stewart Island Electrical Supply Authority (SIESA)

50. Delivery of the replacement alternator for generator unit five has been received on Stewart Island and installation is pending.
51. In late May, the radiator for generator unit one suffered a fault. It is not considered economically viable to repair or replace the radiator for this unit. However, the generator itself remains serviceable as a backup to the more efficient generator units and PowerNet recommends transferring the radiator from unit two to unit one to enable continuation of this backup capacity.
52. A proposal for replacement of generator three has been requested from PowerNet. In practice, this would be installed in the location of unit two so that each main unit is housed in a separate room. Together with existing units four and five, this would complete consolidation of generator assets to three units, in line with the activity management strategy. Unit one would operate as a surplus backup for as long as it remains economically serviceable.

53. Two negotiation meetings have been held with PowerNet with two more planned to produce a renewed SIESA management and operations contract.
54. Roaring 40s have been engaged for pre-delivery scope of the Stewart Island Wind Power Project. A kick-off workshop is being arranged for June.

Forestry (IFS)

55. Forestry services are not considered an essential service. As such, the maintenance of Council's forestry portfolio was put on hold through the Covid-19 lockdown period. Under alert level 3 and 2, 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

56. Notifications, including online, have been updated consistent with alert level 2 requirements. This allows for increased tourist activity. Trail maintenance continues, and spraying occurred in May.
57. Two applications have been approved by MBIE which cover funding of repairs relating to the February flood event (\$379,793) and funding of the cycle trail manager position (\$45,000). Lotto filmed in February and created a short film that showcases the asset. This featured on the live Lotto draw at 8pm on Wednesday, 10 June.

Te Anau Manapouri Airport

58. Throughout the Covid-19 lockdown period, the Te Anau Manapouri airport was closed to larger aircraft and operated as an unmanned aerodrome. 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. Under alert level 2 and 3, the airport resumed regular functionality, consistent with Covid-19 response requirements. Regularly scheduled flights, including larger tourist flights, remain interrupted.

Property

59. Operating in alert level 2 currently team members, at home, in the office and a combination of both has achieved an acceptable level of progress. Discussions are planned to discuss returning to a normal working environment under alert level 1. With the limited ability to travel, property inspections, onsite meetings and issues associated with changing tenancies have been impacted, however, these are starting to be resolved with more ability under alert level 2 to undertake the required inspections or meetings.
60. Issues from Covid-19 – some requests for rent relief have been received and processed with the individual arrangements to be reviewed at the end of August. The initial issues with no families at cemeteries has been partially addressed through the increase to a current level of 100 with the appropriate distancing and tracing records being required.

Strategic Water and Waste

Te Anau Wastewater Discharge Project

61. Following Council resolutions from 23 October 2018 meeting, when it was resolved to proceed with a sub-surface drip irrigation as disposal route, staff have been progressing work on a number

of fronts including development of resource consents for the sub-surface drip irrigation field, as well as advancing towards a detailed design.

- 62. The contract for the pipeline element has now been awarded to Fulton Hogan with physical work under way in late August/early September to date over 4km of pipe has been laid.
- 63. Work is also continuing on detailed design of MF plant and SDFI field following Council approval to award contracts to Downer and Fulton Hogan respectively. These designs will undergo further value engineering to further optimise scope.

Land and Water Plan Implementation

- 64. Environment Southland released their proposed Land and Water Plan in 2017.
- 65. In total 25 appeals were received by Environment Southland of which Council has identified 10, which it will join as a Section 274 party. Council has also lodged an appeal to the decision. The basis of Council's appeal, is largely around the 'non-complying' activity status on wastewater discharges to water. The latest direction issued from the Environment Court outlines a proposed path, where appeals to objectives will be heard ahead of mediation, by grouped topic on policies and rules. Evidence in support of the appeals have been filed with the Environment Court.
- 66. Interim decisions were released by the Environment Court in late December with a recommendation that further expert conferencing be undertaken in early 2019. A pre-conferencing hearing was held in Invercargill on 10 February after which further detail and information will be released by the Court.
- 67. A further hearing is scheduled for mid-June 2020 where evidence will be presented on additional information that the courts required Environment Southland to provide based on their interpretation of a number of key principals underpinning the plan.

Review of Solid Waste Contract Arrangements

- 68. Following a series of WasteNet meetings and council mediation the RFP process was formally ended on 18 December without any award. At this stage each of the WasteNet councils are considering potential short and longer term options to process recycling post 30 June when current contract arrangements expire.
- 69. Further recent developments are more closely related to the changing nature of the global recycling markets that have resulted in other councils reviewing how they manage recycling operations. Currently there is no market for low grade plastics and limited markets for fibre (paper/cardboard).
- 70. Staff are working with third parties to consider options available post 30 June 2020.

Project Delivery Team

- 71. All Covid-19 delayed 2019/20 works programme projects are now well underway again and contract claims are being worked through on a case by case basis.
- 72. Team members are now focusing on getting as many projects completed by year end, but to also start planning and tender works ready for the 20/21 year.

73. Current core improvement projects are underway on monthly progress reporting, payment and contract terms and retraining on CAMMS and gateway systems.
74. The major TAWW project is now gaining speed with final value engineering being completed and contracts being prepared.

Community Facilities

75. The community facilities team are now all back working from the office. There was a staged return for the team with the contract managers coming back first but working mainly out in the field. The office based members then transitioned back into the office.
76. The community taskforce team is currently operating without any assistance from the Corrections Department.
77. 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 renewed. This is the culmination of extensive work undertaken under the guise of the Section 17A review for community facilities which also includes the mowing and gardening contracts.
78. Staff are now working with our contractors and making sure that they are working within the guidelines of alert level 2 and looking at how the team will operate once we move into alert level 1.
79. The team are busy trying to finish projects that were put on hold over the lockdown however there will be a number that will need to be carried forward.
80. Activity management planning is progressing with the draft plans due to be completed by the end of June.
81. There has been a round of workshops with the nine community boards to discuss the implications of the activity management process.

Strategic Transport

National Land Transport Plan

82. Along with Council's activity management planning and long term planning which is currently underway, Council also provides input into the development of the Regional Land Transport Plan (RLTP). This document sets out a region's land transport objectives, policies, and measures for at least 10 financial years, as required under section 16 of the Land Transport Management Act 2003. The direction set by an RLTP is an essential part of the strategic context for any land transport investment proposal.
83. RLTPs are prepared by regional transport committees, every six years with input from the respective local councils. The Land Transport Management Act 2003 sets out in detail the requirements of an RLTP.
84. RLTPs are the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects in the land transport space. They describe the gap between where we are and where we need to get to, along with the programme of activities needed to bridge that gap. Therefore, RLTPs have the ability to tell a powerful story about a region and its aspirations.

District Wide Renewals Programme

- 85. The road design for the District wide pavement rehabilitation programme for 2020/21 season is currently being completed with the first tender on track for being released to market in July.
- 86. Along with the rehabilitation programme, tenders are also out to market for the District wide resurfacing contract as the current three year contracts are now both practicable complete.

Community and Futures

Governance and Democracy

- 87. Council and committees of Council met via Zoom throughout alert levels 4 and 3 of the Covid-19 alert period, with all meetings recorded and streamed live to ensure that Council met it's legislative requirements. Council, committees of Council and community boards are now meeting in person (with the option of Zoom) as New Zealand reduces alert levels.
- 88. Staff are reviewing the InfoCouncil report template that forms the basis for all reports to Council, committees and community boards. The purpose of the review is to ensure that 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 engagement.

Community Leadership

- 89. The community leadership team has now transitioned back into working in the office. Over the last month the team has been busy with community board workshops to discuss activity management plans, levels of service, projects for the long term plan and also funding and rating options. The team is looking forward to catching up with our boards again in person during the June round of meetings.

Milford Opportunities Project

- 90. The team began meetings with reference groups to discuss the project and will also be going out with national advertising and over social media platforms shortly to encourage people to have their say about the future of Milford Sound Piopiotahi. People are being asked to complete a short survey and to engage with the project so that we can continue to get feedback as we progress.

Community Board Plans

- 91. A number of boards have now reviewed their vision and outcomes in light of Covid-19 with, to date, no changes being made. This is reflective of the vision and outcomes being developed with a strategic mind set so as to be flexible for the future which is particularly important in these uncertain times.
- 92. The team will actively look to start developing action plans with the boards in the coming months.

Community Partnership Fund

93. The community partnership fund officially launches on 1 July 2020. All boards either have, or are in the process of, reviewing and confirming their criteria. Application forms are being drafted and will be available online under the community board pages on Council's website with hard copy forms being available from Council offices.
94. Some boards are also holding community meetings as a way to launch the fund and provide further information.

District Initiatives Fund

95. As part of the funding review process where it was decided to disestablish the Community Initiatives Fund and create the Community Partnership Fund (which is to be administered by Council's nine community boards), a separate fund is being retained for District wide initiatives to be allocated by the Community and Strategy Committee.
96. A report outlining the proposed criteria is being prepared for the July community and strategy meeting. At this stage, it is proposed the first funding round will close on 30 September 2020.

Observation Rock Viewing Platform Project– Stewart Island/Rakiura

97. Staff are working on an express application to the Provincial Growth Fund to carry out an upgrade of the Observation Rock viewing platform on Stewart Island/Rakiura. Observation Rock is the most visited viewing platform on the Island largely due to its proximity to the township of Oban. It is becoming a destination for night time viewing with the Island gaining accreditation as an international dark skies sanctuary.
98. The proposed upgrade links to several other key projects and activities. It aligns with a range of regional plans, the Southland Regional Development Strategy 2015-2025, the Southland Murihiku Destination Strategy 2019-2029, the Stewart Island Rakiura Community Board Plan 2021-2024, Conservation Management Strategy and Rakiura National Park Plan 2011-2021.
99. Southland District Council have been encouraged by MBIE to put forward a funding application to the Provincial Growth Fund on behalf of the Department of Conservation. The Department of Conservation received an \$80,000 grant from the Stewart Island Visitor Levy Fund in 2018, and if this application is successful it will enable the planned upgrade of the viewing platform to proceed.
100. A separate report regarding this project is also on the Council agenda seeking approval to submit the application.

Strategy and Policy

101. Staff have prepared research reports around Covid-19 specific priority work. This was presented to the Community and Strategy Committee on 10 June 2020. The research includes a District wellbeing scan, reassessment of the significant forecasting assumptions, and lessons learned from previous crises. Staff have taken a whole of District perspective, as well as specifically seeking input from relevant staff to ensure that specific 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 Council's long term vision and broader strategic direction is maintained.

102. The Speed Limits Bylaw was deliberated by Council at the 20 May 2020 Council meeting. It is intended from here that the draft Speed Limits Bylaw will be adopted by Council at its 23 June 2020 meeting, with implementation for the changes to the current bylaw planned for August 2020.
103. Council is re-consulting on the draft Keeping of Animals, Poultry and Bees Bylaw, from 8am on 17 June to 5pm on 8 July 2020. People will be able to learn more about the draft bylaw and make a submission at <https://www.southlanddc.govt.nz/have-your-say>.
104. Staff are still reviewing the charging method for commercial jetty usage on Stewart Island/Rakiura, and doing work on the local approved products, risk management and community assistance policies.
105. The Annual Plan draft is near completion and will be presented to Council on 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 have been encouraged to provide feedback either in person, or through social media platforms to Council.
106. The Long Term Plan is entering the final year of the process. First drafts of the activity management plans are due for completion at the end of June and key documents, the draft infrastructure and financial strategies are currently being developed and intended to be presented to Council in July 2020. The long term plan process will continue to ramp up over the next six months as all the pieces come together to produce the draft Long Term Plan and consultation document in time for public consultation in March 2021.

Recommendation

That the Council:

- a) **Receives the report titled “Management Report” dated 14 June 2020.**

Attachments

- A Graph - Requests for Service closed outside service level - May 2020 [📎](#)

Requests for Service

Closed outside of service level during May 2020

