



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

Date: Wednesday, 10 April 2024
Time: 9.30am
Meeting room: Council Chamber
Venue: Level 2
20 Don Street
Invercargill

Council Agenda OPEN

MEMBERSHIP

Mayor

Rob Scott

Deputy mayor

Christine Menzies

Councillors

Jaspreet Boparai

Don Byars

Derek Chamberlain

Paul Duffy

Darren Frazer

Sarah Greaney

Julie Keast

Tom O'Brien

Margie Ruddenklau

Jon Spraggon

Matt Wilson

IN ATTENDANCE

Chief executive

Cameron McIntosh

Committee advisor

Fiona Dunlop

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Website: www.southlanddc.govt.nz

Online: [Southland District Council YouTube](#)

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.

Health and safety – emergency procedures

Toilets – The toilets are located outside of the chamber, directly down the hall on the right.

Evacuation – Should there be an evacuation for any reason please exit down the stairwell to the assembly point, which is the entrance to the carpark on Spey Street. Please do not use the lift.

Earthquake – Drop, cover and hold applies in this situation and, if necessary, once the shaking has stopped we will evacuate down the stairwell without using the lift, meeting again in the carpark on Spey Street.

Phones – Please turn your mobile devices to silent mode.

Recording - These proceedings are being recorded for the purpose of live video, both live streaming and downloading. By remaining in this meeting, you are consenting to being filmed for viewing by the public.

TABLE OF CONTENTS

ITEM		PAGE
PROCEDURAL		
	Karakia Timatanga	
	Mā te whakarongo	Through listening
	Mā te kōrero	Through talking
	Mā te ngakau	From the heart
	Mā te wairua	From the spirit
	Mā te manaaki mai	Through giving
	Mā te manaaki atu	And receiving respect
	Ka puawai te maramatanga	Understanding will bloom
	Tihei mauri ora	This is the essence of life
1	Apologies	5
2	Leave of absence	5
3	Conflict of Interest	5
4	Extraordinary/Urgent Items	5
5	Confirmation of Council Minutes	5
6	Public Participation	5
REPORTS		
7.1	Around the Mountains Cycle Trail - September flooding repairs - unbudgeted expenditure	15
7.2	Roading programme - September flooding repairs unbudgeted expenditure	21
7.3	Matuku water supply subcommittee - update delegations manual and discharge subcommittee	25
7.4	Proposed Resource Management Act 1991 delegations	31
7.5	Draft Government Policy Statement on land transport 2024-34 - Council's submission	39
7.6	Speed Management Plan Deliberation and Adoption	49
7.7	Electronic District Plan (ePlan) implementation	205
7.8	Draft revenue and financing policy for long term plan 2024-2034	209

PUBLIC EXCLUDED

Procedural motion to exclude the public

291

C8.1 Investigation of proposed ownership transfer of Halfmoon Bay wharf on Stewart Island

C8.2 Property Acquisition

C8.3 Chief Executive's performance review

Karakia Whakamutunga

Kia hora te marino
Kia whakapapa pounamu te moana
Hei huarahi mā tātou i te rangi nei
Aroha atu, aroha mai
Tātou i a tātou katoa
Hui e! Tāiki e!

May peace be widespread
May the sea be like greenstone
A pathway for us all this day
Let us show respect for each other
For one another
Bind us all together!

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 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."

5 Confirmation of Council Minutes

5.1 Meeting minutes of Council, 06 March 2024

6 Public Participation

Notification to speak is required by 12noon at least one clear day before the meeting. Further information is available on www.southlanddc.govt.nz or phoning 0800 732 732



Council

OPEN MINUTES

Unconfirmed

Minutes of a meeting of Council held in the Council Chamber, Level 2, 20 Don Street, Invercargill on Wednesday, 6 March 2024 at 9.30am. (9.30am – 10.53am, 11.44am - 1.06pm (PE 12.10pm - 1.06pm)).

PRESENT

Mayor	Rob Scott
Deputy mayor	Christine Menzies
Councillors	Jaspreet Boparai
	Don Byars (9.30am – 10.53am, 11.44am -11.45am, 11.48am – 1.06pm)
	Derek Chamberlain
	Paul Duffy
	Darren Frazer
	Sarah Greaney (video link)
	Julie Keast
	Tom O'Brien (video link) (9.45 – 1.06pm)
	Margie Ruddenklau
	Jon Spraggon
	Matt Wilson

IN ATTENDANCE

Chief executive	Cameron McIntosh
Committee advisor	Rachael Poole

Mayor Scott opened the meeting with a karakia timatanga as follows:

Mā te whakarongo	Through listening
Mā te kōrero	Through talking
Mā te ngakau	From the heart
Mā te wairua	From the spirit
Mā te manaaki mai	Through giving
Mā te manaaki atu	And receiving respect
Ka puawai te maramatanga	Understanding will bloom
Tihei mauri ora	This is the essence of life

1 Apologies

There were no apologies.

2 Leave of absence

Requests for leave of absence were requested as follows:

- Derek Chamberlain 1 May 2024
- Jon Spraggon 16 May – 23 May 2024
- Matt Wilson 6 July – 19 July 2024

Moved Cr Boparai, seconded Cr Frazer **and resolved:**

That Council agrees the leave of absence requests.

3 Conflict of Interest

There were no conflicts of interest declared.

4 Extraordinary/Urgent Items

There were no Extraordinary/Urgent items.

5 Confirmation of Council Minutes

Resolution

Moved Cr Spraggon, seconded Cr Keast **and resolved:**

That the Council confirms the minutes of the ordinary meeting held on 24 January 2024 and the extraordinary meeting held on 14 February 2024 as a true and correct record of those meetings.

6 Public Participation

There was no public participation.

Reports

7.1 Review of rates remission decision - 10 Rata Street Stewart Island/Rakiura

Record No: R/24/2/7104

Finance development co-ordinator, Nicole Taylor and transactional project lead, Shelly Dela Llana were in attendance for this item.

The purpose of the report was to consider the request of the ratepayer of 10 Rata Street, Stewart Island/Rakiura for Council to review the staff decision made under delegated authority not to reduce rates for the property for the 2023/2024 financial year.

Resolution

Moved Cr Spraggon, seconded Cr Duffy **and resolved:**

That the Council:

- a) **receives the report titled "Review of rates remission decision - 10 Rata Street Stewart Island/Rakiura".**
- 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) **note the supporting information supplied by the ratepayer of 10 Rata Street, Stewart Island/Rakiura (attachment A of the report).**
- e) **agree to confirm that no rate remission be applied to 10 Rata Street, Stewart Island/Rakiura for the 2023/2024 financial year.**

7.3 Mayors Taskforce for Jobs - update from Great South

Record No: R/24/2/8091

Great South Southland youth futures team manager – Renata Gill updated Council on how the taskforce launches went and how the program is progressing.

Resolution

Moved Mayor Scott, seconded Cr Spraggon **and resolved:**

That the Council:

- a) Thanks Southland Youth Futures team manager – Renata Gill and Mayors Taskforce for Jobs co-ordinator Elizabeth Wyatt for their update to Council.**

7.4 Financial Report for the period ended 31 January 2024

Record No: R/24/1/3198

Senior accountant, Joanie Nel was in attendance for this item.

The purpose of the report was to provide Council with an overview of the draft financial results for the seven months to 31 January 2024 by Council's seven activity groups, as well as the draft financial position and the draft statement of cashflows as at 31 January 2024.

Resolution

Moved Deputy Mayor Menzies, seconded Cr Frazer **and resolved:**

That Council:

- a) Receives the report titled "Financial Report for the period ended 31 January 2024" dated 1 March 2024.**

7.2 Mayor's report

Record No: R/24/2/6667

Mayor Scott introduced his report and reported on meetings and events that he had attended during December 2023 and January and February 2024.

Fiordland Community Board chair – Diane Holmes and Deputy chair – Julie Burgess were in attendance to update Council on activities the Board has been involved with.

Chair Holmes particularly highlighted many events that the Board have been involved with. Below are items of particular interest:

- reporting on the Fiordland community as a whole
- new developments – new housing developments are continuing. Industrial development continuing. Most are holiday homes and are not adding to housing stock available for rent.
- Te Anau basin development plan has been delayed but eagerly anticipated that a sustainable and successful future concept plan for the area is the result.
- Te Anau airport Manapouri review sits now with Great South and looking forward to the recommendations that will come
- community events: year-round income for the town and involve both locals and visitors.

Deputy chair Burgess particularly highlighted the below items from the Manapouri area:

- Manapouri community pool is going well. BBQ days for locals and visitors. Pool trust also look after the tennis courts.
- Village green play equipment has been ordered with the assistance of better off funding.
- Weed busters have planted 3000 natives locally and look after areas that are not included in the contractors work, assisting to keep local rates to a minimum.
- Five kilometres of the lake to lake trail that is currently on the highway is getting closer to being able to stay in the Fiordland National Park. This will encourage more cyclists to complete the entire trail to Manapouri rather than turning around at Balloon Loop where the track goes onto the highway.

Wallace Takitimu Community Board chair – Tony Philpott was in attendance to update Council on activities the Board has been involved with.

Chair Philpott particularly highlighted many events that the Board have been involved with. Below are items of particular interest:

- Otautau camping ground is progressing. Staff are working on the resource consent and hoping to have stage one completed by December 2024.
- Ohai and Nightcaps are facing a future with no mining. The mine companies have been generous to the towns in the past and Bathurst are working with the community board and council for the rehabilitation of council land when the mine closes.
- McGregor Park master plan has been received and linking this plan to the rehabilitation of council land is an exciting opportunity.
- Three community service awards have been handed out to Wallace Takitimu residents in the last six months. We are lucky to have residents like this within our community.
- updated on the many activities that have been happening with Te Oruanui Marae Ohai and what a great community asset this is for the communities.

Councillor Wilson mentioned the gravel build up around bridges in the Ardlussa area and the concern that the residents have around this.

Resolution

Moved Mayor Scott, seconded Cr Chamberlain **and resolved:**

That the Council:

- a) receives the report titled “Mayor's report”.**

(The meeting adjourned at 10.53am for morning tea and reconvened at 11.44am.)

7.5 Ulva Island wharf

Record No: R/24/2/8242

Strategic project lead – Simon Moran was in attendance for this item.

The purpose of the report was to get direction from Council on whether to consider a proposal received from the Hunter Family Trust to take over the ownership and management of the Ulva Island wharf at Post Office Cove, Stewart Island/Rakiura.

Council and the Stewart Island/Rakiura Community Board have been working to find a sustainable solution for the replacement of the Ulva Island wharf for some time. The preferred option ended up being a new wharf in Bathing Bay, however, that option also requires the construction of a section of new track approximately 400m long to link into the existing track network.

(During discussion, Councillor Byars left the meeting at 11.45am and returned at 11.48am.)

Resolution

Moved Cr Spraggon, seconded Cr Ruddenklau **recommendations a - e with a change (as indicated by strikethrough) and resolved:**

That the Council:

- a) Receives the report titled “Ulva Island wharf”.**
- 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 support / not support consideration of the Hunter Family Trust proposal.**

- e) **Directs the appropriate staff (as determined by the chief executive) to engage with the Hunter Family Trust to prepare a detailed agreement for the Stewart Island Community Board and Council to consider.**

7.6 Water services update

Record No: R/24/2/8800

Chief Executive, Cameron McIntosh was in attendance for this item.

The purpose of the report was to provide Council with an update on water services following the repeal of Affordable Water legislation by the new government in December 2023.

Resolution

Moved Cr Boparai, seconded Cr Frazer **and resolved:**

That Council:

- a) **Receives the report titled “Water services update”.**

Public Excluded

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

Resolution

Moved Cr Keast, seconded Cr Ruddenklau **and resolved:**

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

C8.1 Great South draft statement of intent (2024-2027)

C8.2 Space Operations New Zealand draft statement of intent (2024-2025)

C8.3 Stewart Island/Rakiura rising main wastewater upgrade - unbudgeted expenditure

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Great South draft statement of intent (2024-2027)	s7(2)(i) - the withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.
Space Operations New Zealand draft statement of intent (2024-2025)	s7(2)(h) - the withholding of the information is necessary to enable the local authority to carry out, without	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be

	prejudice or disadvantage, commercial activities.	likely to result in the disclosure of information for which good reason for withholding exists.
Stewart Island/Rakiura rising main wastewater upgrade - unbudgeted expenditure	s7(2)(i) - the withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.

The public were excluded at 12.10pm.

Resolutions in relation to the confidential items are recorded in the confidential section of these minutes and are not publicly available unless released here.

(Councillor Byars left the meeting at 12.30pm and returned at 12.33pm).

The meeting concluded at 1.06pm.

CONFIRMED AS A TRUE AND CORRECT RECORD AT A
MEETING OF THE COUNCIL HELD ON WEDNESDAY 6
MARCH 2024.

DATE:.....

CHAIRPERSON:.....

Around the Mountains Cycle Trail - September flooding repairs - unbudgeted expenditure

Record No: R/23/11/52515

Author: Susan MacKenzie, Around the mountains cycle trail manager

Approved by: Fran Mikulicic, Group manager infrastructure and capital delivery

☒ 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 heavy rain event occurred between 21-22 September 2023 in Southland and Otago. This resulted in washouts and scouring on the Around the Mountains Cycle Trail rendering several areas as unpassable and other areas difficult to ride. The road between Walter Peak and Mavora Lakes sustained major damage and was closed for a week. There are three major washouts between Centre Hill Shelter and Mossburn, and a further washout near Athol.
- 3 An application to Ministry of Business Innovation and Employment's (MBIE) Maintaining Great Rides – Extreme Events fund was made in November 2023. The total amount of \$290,693 plus GST was approved in March 2024. The funding is for 100% of the cost of repairs, with no contribution required from Southland District Council (SDC).

Recommendation

That Council:

- a) **Receives the report titled "Around the Mountains Cycle Trail - September flooding repairs - unbudgeted expenditure" dated 5 April 2024.**
- 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 increase resilience of the Around the Mountains Cycle Trail for a total cost of \$290,693 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 heavy rain event between 21-22 September 2023 and a state of Emergency declared. The flooding effected many towns along the cycle trail, as the surrounding rivers rose and broke their banks, including the Oreti and Von rivers and Eyre Creek. The road between Walter Peak and Mavora Lakes sustained major damage and was closed for a week. The road re-opened to cyclists on 2 October and road crews contracted through Queenstown Lakes District Council have been busy repairing this. Homes in Queenstown were evacuated and sadly the cycle trail was also damaged.
- 5 There were four major washouts on the trail – three of these between Centre Hill Shelter and Mossburn, and another near Athol. The Oreti river flow was above flood warning levels eroding the bank and cut away the cycle trail. At Athol the river rose so high, breeched the bank, gouged out the bank and then swiftly flowed across the cycle trail into a nearby paddock. Environment Southland has undertaken work in this area to strengthen the bank. Temporary by-passes have been established and the trail was fully re-opened for cyclists for Labour weekend 2023.

Issues

- 6 Damage from flooding includes four significant washouts; three between Centre Hill Shelter and Mossburn and one near Athol.
- 7 Trail damage includes flooding causing water scouring and movement of the different layers of trail. The main areas of damage are between Centre Hill and Mossburn and at the Kingston end.
- 8 An inspection of the Around the Mountains Cycle Trail from Centre Hill Shelter to Kingston was undertaken on 9 November 2023 by a master trail builder and engineer 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 water levels were almost as high as the event in February 2020. They highlighted the four major washouts, and areas susceptible to erosion. The flood damage has presented in two main forms:
- low lying areas near watercourses – resulting in surface scour from free-flowing water and some total trail submersion
 - large river flow and re-direction of the river course as a result of the flooding. This has breached the river banks and caused erosion.
- 9 The trail builder and engineer recommendations consider flood remedial work 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 is broken into two areas; immediate grading of rough sections between Centre Hill and Mossburn to ensure the trail is smooth and easily rideable. Plan for repair and replacement of identified trail sections to bring this back to top condition as prior to the recent flooding as soon as possible.

- 10 The works allow for:
- larger diameter culverts and an increase in culvert numbers at required locations along the trail
 - moving sections of the trail inland and away from areas close to a river that are susceptible to erosion
 - concrete the cycle trail in low lying areas where flooding has occurred more than once to reduce any future damage
 - retaining walls of a section of cycle trail near Eyre Creek to reduce the risk of the bank falling in the future
- 11 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 \$290,693 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.
- 12 To date \$9,500 has been spent on immediate repairs and investigation relating to the September weather event. This has been met from existing budgets, but will be funded by the approved grant from MBIE.
- 13 Following the procurement process, the plan is to undertake the repair work between June and September 2023. There may be weather considerations as this is over the winter period and concrete work is being undertaken. The intent is to have the trail in top condition for the start of the cycle season.

Factors to consider

Legal and statutory requirements

- 14 There is no statutory obligation under the Local Government Act in relation to the cycle trail.

Community views

- 15 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.
- 16 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, and continue to provide a high-quality riding experience for cyclists.

Costs and funding

- 17 In March 2024, MBIE's Maintaining Great Rides – Extreme events fund approved to fund the total costs of repairs and improvements to the cycle trail for \$290,693 plus GST. The funding from MBIE is 100%, with no contribution required from SDC.

Policy implications

- 18 There is no current capital expenditure included within Council's current 2021-2031 long term plan, or annual plan 2023-2024, and this report seeks approval for the unbudgeted expenditure.

Analysis

Options considered

- 19 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 resilience of the Around the Mountains Cycle Trail for a total cost of \$290,693 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 improve water management, make the trail more resilient to future weather events as well as reduce future maintenance and repair costs• trail shape, surface material, and camber for future water management• trail surface improvements make for a safer and more enjoyable cycling experience• 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 resilience of 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

- 20 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 by the trail manager with the community throughout this process and previously. This decision is not considered significant.

Recommended option

- 21 It is recommended to Council to approve the unbudgeted expenditure request for repairs and improvements of the Around the Mountains Cycle trail for \$290,693 plus GST. To be fully funded by a grant to be received from the Ministry of Business Innovation and Employment.

Next steps

- 22 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

There are no attachments for this report.

Roading programme - September flooding repairs unbudgeted expenditure

Record no: R/24/4/24912

Author: Hartley Hare, Strategic manager transport

Approved by: Fran Mikulicic, Group manager infrastructure and capital delivery

☒ 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 to the roading network as the result of the emergency event in September 2023.

Executive summary

- 2 Southland was struck by an extreme heavy rain event between 21-22 September 2023 and a state of Emergency was declared. The resulting flooding resulted in wide spread road closures, traffic management and damage to the transport network.
- 3 Waka Kotahi approval for work programme for emergency reinstatement is provided on qualifying events on a case by case basis, with funding approved at the standard funding assistance rate of 52%. The work for this event was approved in March 2024, with the work to be completed in addition to the three-year programme approved in 2021.
- 4 Councils share of the costs can be met within existing budgets for emergency reinstatement and preventative maintenance renewals that have been accumulated over the three-year funding period 2021/22 – 2023/24.

Recommendation

That the Council:

- a) **receives the report titled “Roading programme - September flooding repairs unbudgeted expenditure”.**
- 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 for flood remediation works on the roading network of \$511,688 funded by Waka Kotahi.**
- e) **Notes that \$472,327 of expenditure to be funded by Council is included in existing budgets.**

Background

- 5 Southland was struck by an extreme heavy rain event between 21-22 September 2023 and a state of Emergency was declared. The flooding resulted in wide spread road closures, traffic management and damage to the transport network.
- 6 Damage to the network included sealed road erosion, washouts and seal loss, gravel road washouts and major gravel loss along with bridge debris build up and abutment washouts.
- 7 While remediation work has been underway since the weekend of the emergency, Waka Kotahi approved the additional emergency works above programme approved for the 2021-2024 triennium on 22 March 2024.

Issues

- 8 Damage from the flooding has occurred right across the district with the alliance road maintenance contractors tasked with undertaking the necessary repairs. This included work that was required during the flooding event, e.g. road closures, traffic management and repair work. Subsequent repair work has included debris sweeping, recovering exposed culverts, seal repairs, reshaping scouring, replacing gravel and bridge abutments.
- 9 Waka Kotahi only funds the work programme for emergency event reinstatement once they have occurred and met a specific threshold. The event on 21-22 September 2023 met the criteria with an application made in October 2023, this was approved in March 2024.
- 10 Council budgets includes an amount for small emergency reinstatement and preventive maintenance renewals that are subject to specific Waka Kotahi approvals. This has been accumulated during the 2021-2024 period as previous events and / or previous funding

application had not been successful. However, these funds are now intended to be diverted to meet the council share of the costs of this event.

- 11 Up until now the repair costs have been carried out a head of other maintenance activities such as gravel road metaling and drainage pre-seal repairs. By approving the unbudgeted expenditure, the remaining roading programme can get back on track.

Factors to consider

Legal and statutory requirements

- 12 There is no statutory obligation under the Local Government Act in relation to this work.

Community views

- 13 Staff anticipate that the community would expect Council to reinstate the roads after any flooding event. Additional information on community views have not been sought in relation to the proposed work programme.

Costs and funding

- 14 The cost of repairs from the flooding event has been estimated at \$984,015. In March 2024 Waka Kotahi approved the additional work and to provide funding of \$511,688 for the programme. This is at the standard funding assistance rate of 52%.
- 15 The current roading programme includes work for emergency reinstatement and preventive maintenance renewals. This has accumulated to \$689,313 over the three years of this long-term plan period. These funds were intended to provide the council portion of funding for work required for resilience work around the district, however Waka Kotahi did not approve the resilience work programme and previous emergency events did not trigger funding thresholds for additional funding. Instead these budgets will be used to fund the council share of \$472,327.

Policy implications

- 16 The ability of staff to expend funds is based on Council approved budgets. As this expenditure is outside existing budgets it requires Council approval.

Analysis

Options considered

- 17 In considering the options for the flood remediation work, Council can choose to approve or not approve the additional work funded by Waka Kotahi.

Analysis of Options

Option 1 – Approves the unbudgeted expenditure for flood remediation works on the roading network of \$511,688 funded by Waka Kotahi

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Reinstatement of roading network to standard prior to emergency event in September 2023.• Ability to deliver the work programme for 2021-2024 as approved by Waka Kotahi.	<ul style="list-style-type: none">• Given the late approval by Waka Kotahi there is the possibility of some work not being delivered by 30 June 2024.

Option 2 – Does not approve the unbudgeted expenditure for flood remediation works on the roading network of \$511,688 funded by Waka Kotahi

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• None identified.	<ul style="list-style-type: none">• The work required will need to be completed within existing budgets, with funds diverted from other work.• Not taking advantage of third-party funding for work.

Assessment of significance

- 18 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. Given the dispersed nature of the event and damage that has occurred this decision is not considered significant.

Recommended option

- 19 It is recommended to Council to approve option 1; approving the unbudgeted expenditure for flood remediation works on the roading network of \$511,688 funded by Waka Kotahi.

Next steps

- 20 Continue to complete repairs to the network from the September 2023 flooding event and deliver the intended three-year roading programme by 30 June 2024.

Attachments

There are no attachments for this report.

Matuku water supply subcommittee - update delegations manual and discharge subcommittee

Record no: R/24/2/8832

Author: Jayson Trent, Democracy Advisor

Approved by: Michael Aitken, GM strategy & partnerships (interim)

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to present a proposal to remove the delegations to Matuku water supply subcommittee and discharge the Matuku water supply subcommittee.

Executive summary

- 2 The delegations manual outlines terms of reference and delegations to Council's governance structure, and delegations from Council to the chief executive, Council to staff and non-statutory delegations from the chief executive to staff.
- 3 Council and Matuku Water Supply Limited engaged in a process to transfer the water permit, discharge permit and water plant, comprising the Matuku rural supply water scheme, from Southland District Council to Matuku Water Supply Limited.
- 4 Matuku Water Supply Limited is an entity formed by the famers who have property involved in the Matuku rural water scheme.
- 5 On 5 July 2023 the transfer of the Matuku rural water supply scheme was approved by Council decision.
- 6 On 28 September 2023 the transfer agreement between Southland District Council and Matuku Water Scheme Limited was executed.
- 7 This report proposes that Council remove the delegations to Matuku water supply subcommittee and discharge the Matuku water supply subcommittee.

Recommendation

That the Council:

- a) receives the report titled “Matuku water supply subcommittee - update delegations manual and discharge subcommittee”.
- 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 to discharge the Matuku water supply subcommittee.
- e) resolves to remove the following references, terms of reference and delegations, relating to the Matuku water supply subcommittee, from the delegations manual:

Section in Delegation Manual	Text to be removed
Table of contents	Matuku
Section 8.5.1	Matuku (<i>remove from table</i>)
8.5.4	<ul style="list-style-type: none">• Matuku (<i>remove from heading</i>)• Matuku Water Supply Subcommittee (Northern community board)• The total membership of the Matuku Water Supply Subcommittee will be six plus a councillor• The chairperson shall be elected by the vote of the subcommittee (<i>remove from ‘membership’ part of the table</i>)• Matuku Water Supply Subcommittee – 4 (<i>remove from ‘quorum’ part of table</i>)• Matuku Water Supply and (<i>remove from ‘frequency of meetings’ part of the table</i>)• Matuku (<i>remove from ‘delegations’ part of the table</i>)

Background

- 8 Council held the water permit to take and use surface water for the purpose of rural stock water supply and the discharge permit to discharge sediment laden water to land from the Matuku water plant.
- 9 The water plant consisted of the infrastructure and plant used to take, transfer and store water taken under the water permit, and to discharge sediment laden water to land under the discharge permit. Council owned the water plant.
- 10 Together the water permit, discharge permit and the water plant provided the water supply for the Matuku rural water scheme.
- 11 The four families and their representatives in the former Matuku rural water scheme received legal advice to form a company called Matuku Water Supply Limited and offer a proposal to own the scheme.
- 12 Following discussions between Matuku Water Supply Limited and Council, Council received a proposal to transfer the water permit, discharge permit and water plant to Matuku Water Supply Limited.
- 13 Council engaged legal services to draft an agreement to transfer the Matuku rural water scheme.
- 14 The agreement was then finalised and on 5 July 2023 Council approved by decision, the transfer of the water permit, discharge permit and water plant, and agreed to cease to administer, operate or have any role in any rural water supply to any rural properties in Matuku.
- 15 The transfer agreement between Council and Matuku Water Scheme Limited was executed on 28 September 2023.

Issues

- 16 There are two issues presented in this report, both are administrative and are intended to tidy up Council documents and perform formalities relating to the transfer of the Matuku rural water scheme.
- 17 The Matuku rural water scheme has been transferred from Council, so the Matuku water supply subcommittee no longer has the ability to perform its duties or achieve its purpose.

- 18 The following deletions are proposed, to remove all references, terms of reference and delegations relating to the Matuku water supply subcommittee from the delegations manual:

Section in Delegation Manual	Text to be removed
Table of contents	Matuku
Section 8.5.1	Matuku (<i>remove from table</i>)
8.5.4	<ul style="list-style-type: none">• Matuku (<i>remove from heading</i>)• Matuku Water Supply Subcommittee (Northern community board)• The total membership of the Matuku Water Supply Subcommittee will be six plus a councillor• The chairperson shall be elected by the vote of the subcommittee (<i>remove from 'membership' part of the table</i>)• Matuku Water Supply Subcommittee – 4 (<i>remove from 'quorum' part of table</i>)• Matuku Water Supply and (<i>remove from 'frequency of meetings' part of the table</i>)• Matuku (<i>remove from 'delegations' part of the table</i>)

Factors to consider

Legal and statutory requirements

- 19 Council may discharge the Matuku water supply subcommittee under the Local Government Act 2002, sch 7, cl 30(5)(a), unless expressly provided for otherwise in an Act.
- 20 The subcommittee is not a civil defence and emergency management group, or licensing committee so there are no additional requirements in this situation.

Community views

- 21 Community views have not been sought in relation to this specific decision.
- 22 Individuals, families and their representatives who accessed the Matuku rural water supply scheme have all had direct involvement in the transfer process as both members of the community and as partners under Matuku Water Supply Limited.
- 23 It is likely that the community would expect Council to have an up-to-date delegations manual with appropriate delegations in place and to operate in accordance with high standards of practice.

Costs and funding

- 24 Staff costs associated with this work have been met within current budgets.

Policy implications

- 25 The Committees of Council policy lists the Matuku water supply subcommittee as a committee of council. However, the adoption of the delegations manual on 10 April 2019 included a revocation of all instruments of delegation in existence at that time, so this policy does not provide delegations. This means that while the policy may still be active, it is out of date and superseded by the delegations manual.

Analysis

Options considered

- 26 There are two options for Council consideration, these are:

Option 1 – Council resolves to remove all references, terms of reference and delegations from the delegations manual relating to the Matuku water supply subcommittee and discharges the subcommittee.

Option 2 – Council does not resolve to remove all references, terms of reference and delegations relating to the Matuku water supply subcommittee from the delegations manual and does not discharge the subcommittee.

Analysis of Options

Option 1 – Council resolves to remove from the delegations manual all references, terms of reference and delegations relating to the Matuku water supply subcommittee and discharges the subcommittee

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">delegations manual will not refer to an asset that Southland District Council no longer ownsthe Matuku water supply subcommittee will no longer exist without purpose or ability to perform its duties.	<ul style="list-style-type: none">no known disadvantages.

Option 2 – Council does not resolve to remove from the delegations manual all references, terms of reference and delegations relating to the Matuku water supply subcommittee and does not discharge the subcommittee

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">no known advantages.	<ul style="list-style-type: none">delegations manual will refer to an asset that Southland District Council no longer ownsthe Matuku water supply subcommittee will continue to exist without purpose or the ability to perform its duties.

Assessment of significance

- 27 This decision has been assessed as not significant under the Local Government Act 2002 and Council's Significance and Engagement Policy.
- 28 The following factors have been considered in the assessment of significance:
- this decision is unlikely to impact on or have consequences for the community well-being in the district.
 - this decision has no effect on those who are likely to be particularly affected by or have an interest in it.
 - there are no financial or non-financial costs and implications of the decision on Council's capability or capacity
 - this decision does not change any levels of service
 - this decision does not affect the ownership or function of a strategic asset.

Recommended option

- 29 Staff recommend that Council proceed with option 1 and resolve to remove all references, terms of reference and delegations relating to the Matuku water supply subcommittee from the delegations manual and discharge the subcommittee.

Next steps

- 30 If Council proceeds with option 1, staff will update the delegations manual, notify staff and publish the updated version on the Southland District Council website. Staff will also update the Local Governance Statement, which outlines Council's structure.

Attachments

There are no attachments for this report.

Proposed Resource Management Act 1991 delegations

Record no: R/24/3/10087
Author: Michal Gray, Democracy advisor
Approved by: Michael Aitken, GM strategy & partnerships (interim)

☒ Decision ☐ Recommendation ☐ Information

Purpose

1. The purpose of this report is to present additional Resource Management Act 1991 (RMA) delegations to Council for adoption.

Executive summary

2. Council is being asked to approve and adopt additional RMA delegations to staff.
3. These delegations are required to ensure staff have the necessary delegations to perform operational functions or mandatory directions.

Recommendation

That the Council:

- a) **receives the report titled “Proposed Resource Management Act 1991 delegations”.**
- 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 and adopts the additional Resource Management Act 1911 delegations as contained in Attachment A of this report.**

Background

4. On 30 November 2022 Council adopted the Delegations Manual (the manual). Since then, Council has adopted revised versions of the manual, and also adopted specific amendments into the manual.

Issues

5. Section 34A of the RMA outlines that a local authority can delegate certain powers and functions to employees or other persons. This section also restricts sub-delegation of RMA delegations. Therefore, changes to these delegations need to be approved by Council and the chief executive cannot make any alterations or additions to RMA delegations.

6. Staff propose that Council approve and adopt the additional RMA delegations contained in Attachment A. The proposed delegations are also discussed in paragraphs 8-18 below.
7. The proposed delegations all relate to either operational functions or relate to a mandatory direction where Council has no discretion or decision to make.

Section 44A

8. This section requires Council to amend the district plan to remove duplication or conflict with a national environmental standard without using the process set out in Schedule 1 of the RMA. This is a mandatory function (to amend the district plan) that should be delegated to staff to avoid the need for a Council report when there is no discretion on whether or not to exercise the function.

Section 55

9. This section requires Council to amend the district plan if a national policy statement directs without using the process set out in Schedule 1 of the RMA. This is a mandatory function (to amend the district plan) that should be delegated to staff to avoid the need for a Council report when there is no discretion on whether or not to exercise the function.

Section 58I

10. This section requires Council to amend the district plan if a planning standard directs without using the process set out in Schedule 1 of the RMA. This is a mandatory function, and it should be delegated to staff to avoid the need for a Council report when there is no discretion on whether or not to exercise the function.

Section 73

11. This section relates to the preparation of district plans and the power to prepare district plan changes for approval by Council. It is proposed this is delegated to staff as this function is typically carried out by staff. The approval of the district plan itself cannot be delegated.

Sections 76, 77, 77A, 77B, 77D, 77E

12. Delegations are proposed for the following sections:
 - section 76, 77 power to include rules in a district plan
 - sections 77A power to make rules apply to classes of activities and specify conditions
 - 77B, duty to include certain rules in relation to controlled or restricted discretionary activities
 - 77D, power to make rules that specify activities for which consent applications must be notified or are precluded from being notified
 - 77E, power to make rules requiring a financial contribution for any class of activity other than a prohibited activity.
13. These sections relate to the functions of the preparation of rules that may be included in a district plan or plan change. The functions are typically carried out by staff and the approval of the proposed rules remains with Council.

Section 79

14. This function relates to the mandatory requirement to review the district plan at the timeframes specified in this section of the RMA, and to publicly notify the proposed plan.

Section 85

15. This section requires Council to modify the District Plan as directed by the Environment Court. This is an administrative function only, in terms of undertaking notification under this section following a review of a decision of Council.

Section 86B(4)

16. This section requires Council publicly notify that a decision under section 86B(2)(c) has been rescinded. This is an administrative function only, in terms of undertaking notification under this section.

Section 86D(2)

17. The power to apply to the Environment Court for a rule to have legal effect from a date other than standard date. Delegating this process to staff can enhance efficiency because staff are well-versed in the specifics of the proposed plan and the local context. Staff are capable of handling these applications effectively. Staff can also assess the implications of the rule having legal effect from a different date, make informed recommendations to the Environment Court, and ensure that all necessary steps are promptly taken to comply with the court's order.

Section 86E

18. This section relates to identifying rules in a proposed plan having early or delayed effect. The decision on whether the rules have early or delayed effect continues to sit with the Council. This function relates to the identification within the text of the district plan itself.

Factors to consider

Legal and statutory requirements

19. Section 34A of the RMA restricts sub-delegation by Council of RMA delegations. Therefore, changes to these delegations need to be approved by Council.
20. Section 34A of the RMA also prevents Council from delegating the approval of a proposed plan. Proposed plans must be approved by Council.

Community views

21. Staff anticipate that the community would expect Council to have appropriate delegations in place and to operate in accordance with recognised good practice standards.
22. Additional information on community views have not been sought in relation to the proposed delegations as engagement is not necessary due to the level of significance of this matter, and its administrative nature.

Costs and funding

23. Costs associated with reviewing and updating the delegations have been met, and will continue to be met, from existing budgets.

Policy implications

24. There are no major policy implications identified through the recommendation to adopt the revised manual.

Analysis

Options considered

- option 1 – adopt the additional RMA delegations attached to the report
- option 2 – not adopt the additional RMA delegations attached to the report.

Analysis of Options

Option 1 – adopt the additional RMA delegations attached to the report

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• enables exercise of powers and functions by staff to an appropriate level• complete RMA delegations will allow for effective and efficient operation of Council's RMA and planning functions• where delegations relate to a mandatory direction approving the delegation will prevent reports going to Council where there is no decision for it to make.	<ul style="list-style-type: none">• no known disadvantages

Option 2 – not adopt the additional RMA delegations attached to the report

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council will be kept informed of mandatory direction via Council reports.	<ul style="list-style-type: none">• powers and functions may not sit at the appropriate level• RMA and planning functions may not be as effective and efficient as possible• where a mandatory direction is made there will still need to be a report to Council, when there is no decision to be made.

Assessment of significance

25. This decision has been assessed by staff as not significant under the Local Government Act 2002 and Council's Significance and Engagement Policy (Policy).
26. The changes proposed to the manual do not substantially alter where delegations sit within Council. Care has been taken to give responsibility to appropriate roles to manage risk.
27. In relation to the provisions for assessing significance in the Local Government Act 2002 and Council's Significance and Engagement Policy:
 - this decision is unlikely to impact on/have consequences for community wellbeing in the district

- the likely impacts on and consequences for people (who are likely to be affected or interested in this matter) are not to a high level
- in relation to the capacity of Council to perform its role and associated non-financial costs, if Council do not adopt the proposed changes, Council will still be able to operate but it won't operate as efficiently and effectively.

Recommended option

28. Staff recommend Council proceed with Option 1 and adopt the RMA delegations attached to the report.

Next steps

29. Staff will incorporate the additional RMA delegations into the manual.

Attachments

- A Proposed additional Resource Management Act 1991 delegations for Council meeting 10 April

11.44 Resource Management Act 1991

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SECTION	SUMMARY OF FUNCTION / POWER DELEGATED	DELEGATED OFFICER
S.44A	To amend the plan or proposed plan to remove the duplication or conflict with a national environmental standard as soon as practicable after the date on which the standard comes into force	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.55	To make amendments to the plan or proposed plan required by 55(2) if a national policy statement directs without using the process in Schedule 1, to give public notice of those amendments. To make all amendments required by 55(2B) using the process in Schedule 1, as soon as practicable, within the time specified in the national policy statement (if any); or before the occurrence of an event specified in the national policy statement (if any).	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
58.1	To make amendments and any consequential amendments to a plan, a proposed plan, a variation or a change directed by the national planning standard without using the process in Schedule 1, be made within the time specified in the national planning standard, to give public notice of those amendments.	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.73	To prepare District Plans and power to prepare District Plan changes for approval by the Council:	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.76	To include rules in a district plan	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.77	To include rules in the district plan about esplanade reserves on subdivision and road stopping	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.77A	Power to make rules to apply to classes of activities and specify conditions	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.77B	Duty to include certain rules in relation to controlled or restricted discretionary activities	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.77D	To make rules which specify activities for which consent applications must be notified or are precluded from being notified	Group manager strategy and partnerships Strategic policy manager

SECTION	SUMMARY OF FUNCTION / POWER DELEGATED	DELEGATED OFFICER
		Team leader environmental policy
S.77E	To make rules requiring a financial contribution for any class of activity other than a prohibited activity	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.79	To review the district plan and publicly notify the plan	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.85	To modify the District Plan as directed by the Environment Court	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.86B(4)	To publicly notify that a decision under section 86B(2)(c) has been rescinded	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy Senior Resource Management Policy Planner
S.86D(2)	To apply to the Environment Court for a rule to have legal effect from a date other than standard date	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy
S.86E	To identify rules in a proposed plan having early or delayed effect	Group manager strategy and partnerships Strategic policy manager Team leader environmental policy

Draft Government Policy Statement on land transport 2024-34 - Council's submission

Record no: R/24/3/22488
Author: Robyn Rout, Governance legal manager
Approved by: Michael Aitken, GM strategy & partnerships (interim)

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to:
 - provide the submission prepared by staff on the Draft Government Policy Statement on land transport 2024-34 (GPS)
 - ratify the submission that was lodged on behalf of Council on 28 March 2024.

Executive summary

- 2 On 6 March 2024 the Ministry of Transport released the GPS. The GPS sets out the government's land transport strategy including:
 - what the government expects to achieve through its investment
 - what funding will be provided and how it will be raised
 - how the government will achieve outcomes and priorities through investment in particular activity classes/areas.
- 3 Staff have prepared a submission on the GPS. The draft submission was circulated to Councillors to provide an opportunity for Councillors to have input.
- 4 The submission outlines that Council is generally supportive of the strategic priorities outlined in the GPS. The submission does however seek changes to provide more equitable funding for land transport in Southland, to place more consideration on long-term wellbeing and climate change outcomes, and to take a more integrated approach to transport planning.
- 5 A proforma submission was lodged with the Ministry of Transport on 28 March 2024 to enable Council to provide feedback on the GPS before the end of the consultation period (2 April 2024). At this meeting staff are requesting Council formally ratify the submission.
- 6 If Council wish to make changes to the submission at this time or to withdraw the submission, staff will action the decision by liaising with staff from the Ministry of Transport.

Recommendation

That Council:

- a) **receives the report titled “Draft Government Policy Statement on land transport 2024-34 - Council's submission” dated 5 April 2024 and associated attachment.**
- 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) **ratifies the submission on the Government Policy Statement land transport (included with this report as Attachment A) that was lodged with the Ministry of Transport on 29 March 2024.**

Background

- 7 On 6 March 2024 the Minister of Transport released the draft GPS for feedback. The Ministry of Transport replaces the GPS every three years.
- 8 The GPS sets the government’s priorities for land transport investment over the next 10-year period. It also sets out how money from the National Land Transport Fund (NLTF) will be spent on activities such as public transport, state highway improvements, local roads, and road safety.
- 9 The GPS provides direction to local government, KiwiRail and Waka Kotahi NZ Transport Agency on the type of activities that should be included in Regional Land Transport Plans (RLTP), the Rail Network Investment Programme (RNIP) and the National Land Transport Programme (NLTP) respectively.
- 10 The draft GPS has priorities of economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure. It also reintroduces the Roads of National Significance programme that the National government started in 2009.
- 11 Taituarā have prepared a sector submission on the GPS and this has already been circulated to councillors for their information.

Issues

- 12 Staff have prepared a submission on the GPS and sought feedback from Councillors on the content of the submission.
- 13 The submission provides feedback on aspects of the GPS, including:
 - supporting for the strategic priorities outlined in the GPS
 - suggesting more equitable funding for land transport in Southland

- placing more consideration on long-term wellbeing and climate change outcomes
 - taking a more integrated approach to transport planning
 - suggesting better alignment with local government planning cycles and obligations
 - including Bluff highway as a Road of National Significance.
- 14 A proforma submission was lodged with the Ministry of Transport on 28 March 2024 to enable Council to provide feedback on the GPS before the end of the consultation period (2 April 2024).
- 15 At this meeting staff are recommending Council formally ratify the submission.

Factors to consider

Legal and statutory considerations

- 16 There is no legal requirement to lodge a submission on the GPS.
- 17 A GPS is issued by the Minister of Transport under terms specified in the Land Transport Management Act 2003.
- 18 Waka Kotahi NZ Transport Agency and local authorities must ensure spend on transport reflects government priorities outlined by the GPS. Regional Land Transport Plans must be consistent with the GPS. This means the direction and aims of the GPS have a direct influence on the funding that goes to regions and activities. The NZTA determines specific activities funded from the NLTF based on the direction provided by the GPS.
- 19 The government recognises the Emissions Trading Scheme as the key tool to reduce emissions. In addition to the ETS, the GPS outlines that matters relating to climate change/emissions reduction issues are being worked through and will be addressed during development of a second Emissions Reduction Plan. The GPS does not align to the first reduction plan as the intended emission reduction policies that were to be developed, relating to that plan, are being reassessed by the current government.
- 20 The GPS will cover the financial period 2024/25 to 2033/34 and will take effect from 1 July 2024.

Community views

- 21 Specific community views were not sought on this matter. It was not possible to engage with the community as there was tight time frame to lodge the submission with the Ministry of Transport. Members of the public were also able to lodge submissions, so community members still had the ability to provide feedback.
- 22 Council has knowledge on community views held about land transport, as it has received feedback in previous engagement processes. For example, ratepayer feedback on the 2021-31 long term plan highlighted concerns about roading costs, dust on gravel roads, road safety and road maintenance. Community feedback was also that Council should lobby funding partners, and that roads and bridges are critical infrastructure to link communities.

Policy implications

- 23 There are no policy implications in relation to lodging this submission.
- 24 As is outlined above, local authorities must ensure spend on transport reflects government priorities outlined in the GPS.

Analysis

Options considered

- 25 There are three options on how Council could proceed. These are to:
- ratify the submission on the GPS
 - specify amendments to the submission and request staff to provide an amended submission to the Ministry of Transport
 - decide not to lodge a submission and request staff withdraw the submission lodged on 28 March 2024.

Analysis of options

Option 1 – ratify the submission on the Government Policy Statement land transport

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council will be advocating for the interests of the district• Council will be taking the opportunity to influence government policy.	<ul style="list-style-type: none">• No known disadvantages.

Option 2 – specify amendments to the submission and request staff to provide an amended submission to the Ministry of Transport

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council will be advocating for the interests of the district• Council will be taking the opportunity to influence government policy.	<ul style="list-style-type: none">• No known disadvantages.

Option 3 – decide not to lodge a submission and request staff withdraw the submission lodged on 28 March 2024

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• No known advantages.	<ul style="list-style-type: none">• Council will not be advocating for the interest of the district• Council will not be taking the opportunity to influence government policy.

Assessment of significance

- 26 This matter has been assessed as having a lower level of significance in relation to Council's Significance and Engagement Policy, and the Local Government Act 2002.

Recommended option

- 27 Staff are recommending Council proceed with option 1 and ratify the submission on the GPS.

Next steps

- 28 If Council amend or decide not to lodge a submission, Council staff will work with staff from the Ministry of Transport to action the Council decision.
- 29 Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS will come into effect on 1 July 2024. Staff will then operate with the final GPS.

Attachments

- A Submission on draft Government Policy Statement land transport 2024-34



Draft Government Policy Statement on land transport

Submission

TO:	Ministry of Transport
FROM:	Mr Cameron McIntosh, Chief Executive, Southland District Council
DATE:	28 March 2024

Executive summary

1. Southland District Council (SDC) is pleased to submit on the draft Government Policy Statement on land transport (draft GPS).
2. SDC is generally supportive of the strategic priorities outlined in the draft GPS, however we seek changes to better align with our district's long-term development aspirations. Our strategic priorities include connected and resilient communities, improved transport links, robust infrastructure, and climate mitigation and adaptation through regional collaboration.
3. The Southland region is home to the largest unsealed roading network, and second largest overall roading network in New Zealand, with bridges and stock underpasses totalling more than 1,000. Its main industries are agriculture and tourism, which are both heavily dependent on road transport, and connections to rail, sea and air. The draft GPS will have significant implications for our district.
4. A key challenge for our district is funding this large network with a low ratepayer base. Currently our district is not receiving an equitable share of funding.
5. SDC seeks changes to the draft GPS and government work programmes to:
 - provide more equitable funding for land transport in Southland
 - create a national, sustainable, long-term, financing and funding model for land transport that supports long-term social, cultural, economic and environmental outcomes for Southland
 - take an integrated approach to transport planning that considers development of intermodal freight and distribution facilities, better utilising the transport system, and low emissions transport options to meet our region's economic development goals.¹

Taituarā's submission

6. SDC supports the Taituarā submission on the draft GPS. We highlight the following points:
 - a longer-term planning horizon is desirable to better align with local government's planning cycles and obligations in relation to investment in infrastructure
 - the draft GPS does not sufficiently consider the natural environment and climate change obligations

¹ Great South (2023), Beyond 2025 Southland: Regional Long Term Plan.



- it is concerning that the draft GPS does not consider multiple value outcomes; economic considerations should be balanced against social, cultural and environmental wellbeing outcomes.

System reform

7. SDC is supportive of the move to longer term planning and the 10-year government policy statements.
8. We support Taituarā's recommendations 1-4. Alignment with long term plans would be improved by government policy statements being adopted at least 15 months before the start of the financial year they apply to. NZTA should engage earlier on any revisions to local government business cases, activity management plans and previous approvals to ensure long term plans do not require last minute reworking because of changes in the GPS. An integrated 30-year plan for transport infrastructure should be developed to guide strategic decision making.

Strategic priority – economic growth and productivity

9. The priority of economic growth and productivity in the draft GPS aligns with one of SDC's purposes, namely improving the economic wellbeing of district communities. However, the draft GPS needs to take account of historic underinvestment in land transport in Southland and support long-term strategic planning. Economic growth also needs to be balanced against other wellbeing outcomes, including providing equity, protecting the natural environment, and responding to climate change.

Underinvestment in Southland

10. Land transport is heavily relied upon by Southland's communities, businesses and export economy. The Southland region produces 15% of New Zealand's tradeable export. Agriculture and tourism are our economic drivers, both of which rely on transport connectivity. Our road transport network is ageing and unprecedented levels of investment are required to support economic growth and productivity for our region.
11. Southland's transport network users contribute to the National Land Transport Fund (NLTF) through road user charges (RUC) and fuel excise. In 2021/2022 Great South, the regional economic development agency for Southland, investigated the investment in Southland land transport from the NLTF and determined that revenue for the NLTF that is generated in Southland is not being returned by way investment from the NLTF.
12. SDC's local roading expenditure receives co-investment from the NLTF of 52%, being the current Funding Assistance Rate (FAR). SDC requests that the FAR is reviewed to ensure that there is equitable road transport funding into the Southland district.
13. The ongoing inequitable funding of land transport in Southland from the NLTF has led to underinvestment and a decline in the roading network efficiency, resulting in additional travel distances with increased emissions and transport costs.



14. A specific example of the impacts of underinvestment relates to bridges. The Southland region has over 1000 bridges, with 68 that were weight restricted or closed as of January 2023. Both primary producers and commuters are forced to take long detours, resulting in an additional travel distances and increased emission of carbon dioxide. The reduced network efficiency impacts farming costs and decreases the competitiveness of our exports.
15. SDC is concerned that the draft GPS does not provide for the investment in Southland's land transport network that is required. We note that the regional Roads of National Significance, public transport and rail projects identified in the draft GPS are mostly in the North Island, with only three specific projects identified in Canterbury and Otago, and none in Southland.

Economic mitigation pathways for Southland

16. Great South is working with businesses and communities to establish a competitive carbon neutral advantage for Southland through decarbonisation of our region's economy. Its work identified that Southland could achieve net zero emissions by 2050 with a positive net financial outcome, by taking a connected approach that encompasses the social, environmental, and cultural values of the region.²
17. Tourism is one of Southland's largest contributors to GDP and many of Southland district's townships are heavily reliant on this industry. Establishing the Southland region as a green economy has been identified as essential to meet growing international demand for sustainable travel options. Consumers are deterred by a lack of availability of environmentally friendly transportation options. They are attracted by our pristine natural environment.
18. SDC is concerned that a focus on short-term economic growth and productivity in the draft GPS could undermine our ability to develop long-term strategies and implementation plans to achieve our regional net zero goals. Transport mode shift and decarbonisation in relation to the tourism and agricultural sectors is dependent on central government policy and regulation that facilitates those activities.

Equity

19. The inequitable funding of Southland's land transport network from the NLTF (see paragraphs 10-15) is creating hardship for our residents and businesses. Because the FAR is only 52%, the balance of 48% is required from the council funds. This is putting additional pressure on the small rate payer base who are currently paying one of the highest local shares for roading contribution per rateable unit in the country.
20. The land transport network has a vital role in connecting the communities within the large Southland district. People living in rural areas need to travel into larger centres to buy essentials and access healthcare and social services, creating increased costs and barriers. SDC is concerned that the focus on economic growth and productivity in the draft GPS is not balanced against social and cultural wellbeing outcomes and that this will lead to further inequities for our district's residents.

Recommendations

21. SDC recommends that the strategic priority of economic growth and productivity be modified as follows:

² Ernst & Young (2021), Net Zero Southland: Economic Mitigation Pathways Analysis to Net Zero Emissions for Southland.



- more equitable funding for Southland through changes to the national funding model for land transport
- include Bluff highway as a Road of National Significance (see also paragraph 29)
- enable priority to be given to social, cultural and environmental wellbeing outcomes, including climate change mitigation and adaptation activities.

Strategic priority – increased maintenance and resilience

22. SDC supports prioritising increased maintenance and resilience, particularly because Southland district has a large roading network that requires substantial maintenance. SDC makes recommendations in the paragraphs below.
23. SDC recommends that the road user charges (RUC) methodology is reviewed to ensure that the impact of heavy commercial vehicles on the roading network (and resulting road maintenance) is appropriately factored into the RUC. If the RUC are not calculated appropriately, it greatly disadvantages people in the Southland district because heavy commercial vehicles are frequent users of the roading network, which results in increased maintenance requirements and the primary reason for road renewals.
24. SDC also recommends that as part of the RUC review, consideration is given to the use of vehicle tracking technology (commonly known as GPS). This technology is onboard most heavy commercial vehicles, and it could be utilised to ensure that funding is returned to the region the vehicles are operating in, to compensate for wear on roads. This technology could also be used to ensure that agricultural vehicles such as silage tractors and trailers are appropriately compensating for the wear that they cause when travelling on roads.
25. SDC highlights Taituarā's recommendation 15, that the 24-hour target to fix potholes on all state highways be reviewed. SDC believes that the generic 24-hour target is unreasonable and creates unnecessary additional expense. SDC suggests a tiered approach, scaling response times so there is a 48- or 72-hour target for lower classified or regional state highways.
26. As detailed in paragraph 12, the Southland district has a vast network of bridges, many are nearing end of life and 68 are either weight restricted or closed. The draft GPS has classified all 'end of life' bridge replacements within the local road improvement activity class. SDC is concerned that this may result in more bureaucracy such as higher administrative costs and delays if bridge replacements need to be justified as roading improvements, particularly for smaller structures (less \$2M in value). SDC recommends that the application processes for bridge replacements within the local road improvement class is reviewed to ensure that it doesn't affect delivery and effectiveness.

Strategic priority – safety

27. SDC highlights Taituarā's recommendations 17 and 18, that police should be adequately resourced to perform the traffic law enforcement function and to ensure that there is sufficient funding available to Road Controlling Authorities (which includes SDC).



Strategic priority - value for money

28. SDC highlights recommendations 19-23 of Taituarā's submission and supports a whole of life cost approach to assessing value for money. This includes consideration of greenhouse gas emissions, wider benefits to society associated with land transport assets, and resilience from disruption from weather, natural hazard and climate related events.
29. Southland councils are working to develop a regional climate change strategy and framework for action, to enable efficient and effective use of Southland councils' resources in our regional climate change response. Actions will likely include incorporating climate change considerations into procurement decisions, decarbonisation of capital projects, and planning and design for climate resilience. Achieving value for money includes avoiding maladaptation through investment in infrastructure that is at odds with climate mitigation and adaptation goals.
30. SDC recommends that value for money assessments factor in long-term strategic priorities and community wellbeing outcomes, including providing equity, protecting the natural environment, and responding to climate change.
31. SDC also recommends that the value for money approach considers the economic impact on the wider region from disruption of State Highway 1 between Invercargill and Bluff. This highway has low-lying sections and is vulnerable to damage from weather events and climate change. This highway is the only route in and out of Bluff and is critical for moving primary goods from Southland to overseas markets through the international port located at Bluff.
32. SDC supports a reduction of the costs of temporary traffic management plans, which is identified as an outcome from the value for money strategic priority in the draft GPS. SDC highlights adverse effects on social wellbeing when community events become non-viable because of the high costs of temporary traffic management plans.

Speed Management Plan Deliberation and Adoption

Record no: R/24/2/8087
Author: Chris Rout, Team leader, organisational policy
Approved by: Michael Aitken, GM strategy & partnerships (interim)

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to provide information and to present options to Council, so that it can make decisions on the final draft Speed Management Plan 2024-2027, and to present the draft SMP for adoption.

Executive summary

- 2 Council completed consultation on the draft Speed Management Plan (SMP) on 24 November 2023. On 4 August 2023 Council endorsed the draft SMP, for public consultation. On 13 December 2023, Councillors were presented with the 58 written submissions that were received on the draft SMP.
- 3 Beginning in December 2023, government has made announcements with respect to planned changes to speed management including changes to the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the Government road safety strategy which have created risk for Council's draft SMP.
- 4 A workshop with Councillors held on 21 February 2024 sought feedback from Councillors in relation to the government announcement and issues for consideration identified as a result of consultation.
- 5 Staff have made changes to the draft SMP to incorporate some of the feedback received through the consultation process and feedback from Councillors (the final draft SMP).
- 6 Staff are requesting that Council now proceed to deliberate, and if appropriate adopt, the draft SMP.
- 7 Once adopted by Council staff must submit the final draft SMP to the Director of Land Transport for certification, in accordance with the Rule, prior to publication and implementation.
- 8 It is recommended that the final draft SMP comes into effect once certified by the Director of Land Transport to allow Council staff time to implement the proposed speed limit changes.

Recommendation

That the Council:

- a) receives the report titled “Speed Management Plan Deliberation and Adoption”.**
- 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) Considers the feedback received on the draft Speed Management Plan 2024-2027.**
- e) Considers and endorses one of the following options:**
 - i) Option 1 – that Council proceed and make decisions now on the issues identified for the final draft Speed Management Plan 2024-2027, and adopt the final draft Speed Management Plan.**
 - ii) Option 2 – that Council make decisions now on all the issues identified for the final draft Speed Management Plan 2024-2027, but defer adoption of the final draft Speed Management Plan until a Council meeting scheduled for the near future, in order to incorporate Council’s decisions into the final draft Speed Management Plan.**
 - iii) Option 3 – that Council propose a different way forward.**
- f) Agrees If Council wishes to make decisions now on the issues identified for the final draft Speed Management Plan 2024-2027, endorses the following options:**
 - i) That Council considers impacts of government changes to speed management alongside issues and options identified from consultation for the draft Speed Management Plan.**
 - ii) The permanent speed limit reductions around schools as proposed.**
 - iii) The proposed speed limit reduction between the Bridge and Chester Street in Otautau is removed from the draft Speed Management Plan and staff undertake further analysis of the speed management activities in this location for consideration as part of the next Speed Management Plan.**
 - iv) The speed limit changes on boundary roads as proposed.**
 - v) The speed limit reductions for 70km/h roads in the locations as proposed.**

- vi) **Additional consultation feedback is not included within the draft Speed Management Plan.**
- g) **Agree If Council wishes to adopt the final draft Speed Management Plan 2024-2027 now, endorses the following changes that have been included in the final draft Speed Management Plan following public consultation:**
 - i) **Changes to reflect amendments made to the Rule in December 2023.**
 - ii) **Removal of the proposed speed limit reduction between the Bridge and Chester Street in Otatau is removed from the draft Speed Management Plan.**
 - iii) **Adding the additional speed limit proposal set out in the Addendum to the draft Speed Management Plan relating to Te Anau School and Fiordland College released for consultation on 25 October 2023.**
 - iv) **Minor structural and wording changes to improve readability.**
- h) **Adopts the final draft Speed Management Plan 2024-2027.**
- i) **Resolves that the final draft Speed Management Plan 2024-2027 will come into effect on the day of certification by the Director of Land Transport.**
- j) **Ensures that in accordance with subsection 2.6(8) of the Land Transport Rule: Setting of Speed Limits 2022**
 - **A copy of the Speed Management Plan will be published on Councils Internet Site**
 - **That details of the speed limits set under the Speed Management Plan will be listed along with whether those speed limits were consulted on in accordance with the Rule.**
- k) **Acknowledges that the Land Transport Rule: Setting of Speed Limits 2022 states that the Speed Management Plan will be reviewed within three years of being made.**

Background

- 9 The Land Transport Rule: Setting of Speed Limits 2022 (the 'Rule') requires Council to produce new formal planning documents known as Speed Management Plans ('SMP'), designed as the primary mechanism for Councils to plan for, consult on and implement speed management changes, replacing the previous bylaw centric framework.
- 10 Staff undertook preliminary engagement obtaining feedback from internal and external stakeholders, including Te Ao Marama Incorporated on behalf of Mana Whenua. This feedback, combined with requirements set by the Director of Land Transport and guidance set by Waka Kotahi, assisted council develop its draft SMP. The draft SMP consulted on, along with the

subsequent addendum, which added the omitted proposal for schools in Te Anau are provided in Attachments A and B to this report.

- 11 On 4 October 2023 Council endorsed its draft SMP for consultation with the community, with consultation open between 10 October and 24 November 2023. There were 58 submissions on the draft SMP, which were both summarised and provided in full within a report to Council presented on 13 December 2023.
- 12 On 21 February 2024, staff held a workshop with Council to discuss issues and other relevant matters, which have arisen following consultation and changes to the speed management regulatory environment being pursued by central government following the 2023 general election. The feedback provided by Councillors and the community through consultation has been incorporated into the options presented within this report and amendments which are included in the final draft SMP provided in Attachment C.

Issues

Deliberation

- 13 In this report, three options have been presented on how Council could elect to proceed. The advantages and disadvantages of these options are discussed on pages 6 and 7 of this report.
- 14 For the first option, Council could proceed and make the recommended decisions now on all the issues identified and adopt the final draft SMP.
- 15 The separate issues and options paper, included with this report as Attachment D, outlines the main issues that have arisen in relation to the draft SMP. This report presents both the issue surrounding government changes, and each issue arising from consultation, there is a summary of the issue, a discussion of the issue, and options are presented.
- 16 Council's second option is to decide now on the issues identified for the draft SMP but defer adoption of the draft SMP to incorporate Council's decisions into the draft SMP.
- 17 The third option is for Council to propose a different way forward, noting that this would likely involve a delay in adoption and implementation of the draft SMP.

Adoption

- 18 This report presents the final draft SMP for adoption which includes most of the proposed speed limit changes that were consulted on and other minor changes.
- 19 The main themes which have arisen from submissions which were received by Council, along with a new phase of speed management regulatory changes which began in December 2023, shortly after consultation concluded are discussed in the attached issues and options paper (Attachment D), along with corresponding options available to Council.
- 20 Amendments made to the Rule in December 2023 have now been reflected in the final draft, which has resulted in references to the previous mandatory requirements and timelines for speed limit changes around schools being updated to the revised discretionary approach, although Council's original school proposals remain.

- 21 The final draft SMP now excludes the previously proposed reductions in Main Street, Otautau, it also consolidates the proposed speed limit changes around Te Anau schools, which were consulted under an additional addendum after initially being omitted, and also includes some minor structural and grammatical changes to improve readability.

Certification and Implementation

- 22 For Council to implement the draft SMP, it must be certified by the Director of Land Transport, to do so this must meet the certification requirements under the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) which are set out in template guidance issued by Waka Kotahi. These requirements have been incorporated into the final draft SMP and assurance has been provided by Council's consultants, GHD, who have provided support to Council during the development process.
- 23 Once adopted by Council, staff will submit the final draft SMP to the Director of Land Transport, who if satisfied that the final draft SMP meets the requirements of the Rule, will certify it for publication and implementation by Council.
- 24 If not satisfied that the final draft SMP meets the requirements of the Rule, the Director of Land Transport will issue recommendations to Council to changes to the final draft SMP to ensure these requirements are met prior to resubmission and certification being reconsidered.
- 25 Staff propose that implementation of the SMP commence immediately following certification to maximise remaining time prior to the end of the financial year, when 52% of funding available to Council, provided by Waka Kotahi, will be forfeited, reducing available funding until this funding is able to be reapplied for and approved. Certification may take up to several weeks to be obtained.
- 26 If Council chooses to endorse option two or three, implementation will be delayed until after the draft SMP is able to be amended, reconsidered by council and consulted on.

Factors to consider

Legal and statutory requirements

The Land Transport Rule: Setting of Speed Limits 2022

- 27 The legal requirement for Council, as a Road Controlling Authority, to prepare, consult, and adopt an SMP is established under rule 3.1(1) of the Land Transport Rule: Setting of Speed Limits 2022 made pursuant to the Land Transport Act 1998.
- 28 Waka Kotahi has issued the Speed management guide: Road to Zero edition which provides guidance to road controlling authorities on how to establish, consult on and set safe and appropriate speed limits under the Rule.
- 29 In alignment with the Rule, Council has consulted on the draft SMP in accordance with the consultation principles specified in section 82 of the Local Government Act 2002.
- 30 An amendment to the Rule was made on 11 December 2023 which caused the development of Speed Management Plans to become discretionary rather than mandatory and removing the deadlines around changes to speed limits around schools. In a supplementary communication from the Minister of Transport, Councils have been encouraged to consider the new Rule before making final decisions.

- 31 Section 3.5 (4) of the rule requires the Director of Land Transport to consider whether the final draft SMP meets the requirements of the Rule in order to certify Council's final draft SMP prior to publication and implementation.
- 32 Council has prepared the final draft SMP in alignment with the certification template prepared as guidance to assist with this process by Waka Kotahi. If the Director of Land Transport is not satisfied that Council has prepared the final draft SMP in accordance with the Rule they will issue recommendations to Council on how the SMP can meet the requirements, and require it be amended before being resubmitted for certification.
- 33 Under section 78 of the LGA, Council must, when deciding on how to proceed, consider the views and preferences of persons likely to be affected by, or to have an interest in, the matter. There is not a requirement to please all the submitters, but Council must take into account the views that have been expressed.
- 34 If Council endorses significant changes to the final draft SMP, away from the options that were outlined in the draft SMP and outside of feedback that was given by submitters, Council will be required to re-consult on the draft bylaw.

Community views

- 35 Under section 78 of the LGA, Council must, when deciding on how to proceed, consider the views and preferences of persons likely to be affected by, or to have an interest in, the matter. There is not a requirement to please all the submitters, but Council must take into account the views that have been expressed.
- 36 If Council endorses significant changes to the final draft SMP, away from the options that were outlined in the draft SMP and outside of feedback that was given by submitters, Council will be required to re-consult on the draft bylaw.
- 37 The community views captured through the formal consultation process on the draft SMP were outlined in the issues section of the submissions report that went to Council on 13 December 2023. The full booklet of the feedback received through the formal consultation process was also included as an attachment to that report.
- 38 Submissions received were highly supportive of changes proposed to speed limits around schools, generally supportive of most high-risk road proposals and boundary roads, and more mixed concerning changes to speed limits proposed under the mandatory review of 70km/h speed limit roads.
- 39 Where community feedback has been less supportive, this is considered under the supporting key issues and options paper.
- 40 Of proposals where Council has flexibility to reconsider the proposal, the single location where feedback was most mixed was in relation to the proposal for Main Street, Otautau which indicated that opinion in the community for this proposal and Council's speed management approach in this location is divided and worthy of reconsideration, consequently staff have recommended this proposal be removed from the final draft SMP and explored further.
- 41 The additional consultation feedback, covered under issue 6 in the issues and options paper and supported by the summary table provided in Attachment E, sets out additional issues raised

during consultation which staff have proposed to be explored further outside of the final draft SMP due to either causing risk of delaying implementation or sitting outside of the scope of Council's SMP.

Costs and funding

- 42 The financial cost associated with implementing the final draft SMP primarily relates to the changing or installing of signs (both static and electronic) and road markings which are planned to occur prior to 1 July 2024. Project costs are currently estimated at \$1.450 million and covered within existing Traffic Services budgets, which are partially funded 52% via Waka Kotahi's Road to Zero Funding. If implementation is not completed prior to 1 July, the 48% portion of budgeted Council funding can be rolled over into the next financial period, however the 52% Waka Kotahi proportion of funding will be forfeited, and Council will be required to reapply for this funding.
- 43 Further costs of approximately \$1m (to be again partially funded by Waka Kotahi) are proposed in connection with the 2024 - 2027 Long Term Plan for yet to be specified additional supporting speed calming and infrastructural improvements.

Policy implications

- 44 If the final draft SMP is implemented this will result in speed limit changes implemented throughout the District as proposed.
- 45 As SMPs replace speed limit bylaws, Council also needs to revoke its bylaw, a separate paper is planned to be provided to Council in the near future as resourcing allows to revoke the existing Speed Limit Bylaw.
- 46 When preparing their SMP's, in addition to the views of communities, the Rule requires councils to consider the road safety aspects of the government policy and strategy in relation to land transport and road safety; the desirability of taking a whole-of-network approach to speed management; and guidance provided by Waka Kotahi.

Analysis

Options considered

- 47 The following reasonably practicable options have been identified:
- **Option 1** – that Council proceed and make decisions now on the issues identified for the final draft Speed Management Plan 2024-2027, and adopt the final draft SMP
 - **Option 2** – that Council make decisions now on all the issues identified for the final draft Speed Management Plan 2024-2027, but defer adoption of the final draft SMP until a Council meeting scheduled for the near future, in order to incorporate Council's decisions into the final draft SMP
 - **Option 3** – that Council propose a different way forward

Analysis of Options

Option 1 – that Council proceed and make decisions now on the issues identified for the final draft Speed Management Plan 2024-2027, and adopt the final draft SMP

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Expedites road safety benefits of proposals • Avoids costs from delays to develop and consult on a revised Speed Management Plan at a later date • Ensures Waka Kotahi funding is able to be applied and not forfeited • Allows a more holistic approach to speed management to be developed for Otautau • Removes speed limit inconsistencies on boundary roads • Aligns to the current Rule • Considers consultation feedback 	<ul style="list-style-type: none"> • Tight timeline to implement the Speed Management Plan utilising current budgets • Risk that parts of certain proposals may not align with the intended New Rule which may need to be reviewed and potentially amended or reversed at additional cost • Public may want to see changes provided in additional feedback more quickly. • Doesn't accommodate any further significant changes to the final draft SMP

Option 2 – that Council make decisions now on all the issues identified for the final draft Speed Management Plan 2024-2027, but defer adoption of the final draft SMP until a Council meeting scheduled for the near future, in order to incorporate Council's decisions into the final draft SMP

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Allows for further specific changes to the final draft SMP to be sought by Council ahead of adoption • Provides more time for implementation 	<ul style="list-style-type: none"> • Will delay adoption and implementation of the final draft SMP and its safety benefits • Additional costs if development of and consultation on a revised Speed Management Plan is required • Waka Kotahi funding is at risk of forfeit and requiring reapplication • Risk that decision doesn't align to the current Rule • Risk that parts of certain proposals may not align with the intended New Rule which may need to be reviewed and potentially amended or reversed at additional cost • May not consider consultation feedback

Option 3 – that Council propose a different way forward

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Gives clarity on Council's preferred approach.• Provides opportunity to re-consult• Provides opportunity to align to intended new Rule when it is released• Prioritises legislative certainty and cost	<ul style="list-style-type: none">• Will delay adoption and implementation of the final draft SMP and its safety benefits• Public will have an expectation that a decision will be reached on the final draft SMP now• Additional costs if development of and consultation on a revised Speed Management Plan may be required

Assessment of significance

- 48 It has been identified that the decision on the issues identified and adopt the final draft SMP in this report is likely to be significant in relation to the LGA and Council's Significance and Engagement Policy.
- 49 The required priority towards safety of road users in the SMP, which Council must ultimately adopt to implement its speed management activities, including speed limits, speed calming infrastructure and other activities, can be considered as significant when a balance is being sought between protection of life and mobility, transport speed, and associated economic factors.
- 50 Council has therefore engaged widely with the community in relation to the draft SMP as set out in accordance with the consultation principles specified in section 82 of the Local Government Act 2002.

Recommended option

- 51 It is recommended that Council proceed with Option 1 and make decisions now on the issues identified for the final draft Speed Management Plan 2024-2027, and adopt the final draft SMP.

Next steps

- 52 If adopted, staff will submit the final draft Speed Management Plan 2024-2027 to the Director of Land Transport for certification, in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- 53 If the Director recommends changes to the final draft SMP these will be proposed to Council at a following meeting for further consideration.
- 54 Once Certification is obtained staff will publish the final Speed Management Plan 2024-2027 and commence implementation.

Attachments

- A Draft Speed Management Plan 2024-2027
- B Addendum to the Draft Speed Management Plan 2024-2027
- C Final Draft Speed Management Plan 2024-2027 - For Adoption
- D Key Issues and Options - Draft Speed Management Plan
- E Draft Speed Management Plan Additional Consultation Feedback



Draft Speed Management Plan

2024 - 2027

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Table of Contents

Introduction and background	4
Purpose of this document	4
What is the Council proposing?	4
Why is the Council considering reducing speed limits?	4
Our approach to speed management	5
Schools	5
State Highways	5
What else?	6
Policies and objectives	6
Proposed speed management measures and their rationale	7
Schools	7
Northern Southland College and Lumsden School (Lumsden)	7
Takitimu Primary School and St. Patrick's School (Nightcaps)	8
Central Southland School, Winton School, and St. Thomas School (Winton)	10
Menzies College and Wyndham Primary School (Wyndham)	12
Waiau Area School (Tuatapere)	13
Aparima College and Riverton Primary School (Riverton/Aparima)	15
Drummond Primary School	16
Balfour School	17
Hillside Primary School	18
Hauko Valley Primary School	19
Dipton School	20
Edendale Primary School	21
Garston School	22
Gorge Road School	23
Halfmoon Bay School (Stewart Island)	24
Heddon Bush School	25
Hedgehope School	26
Limehills School	27
Lochiel School	28
Mararoa School	30
Mossburn School	31
Otautau School	32
Rimu Full Primary School	34
Riversdale School	35
Te Tipua School	36
Thornbury School	38
Tokanui School	39
Tuturau Primary School	40
Waianiwa School	41
Waikaia School	42
Wallacetown School	43
Woodlands Full Primary School	45
Additional roads	46
Otautau	46

Draft Speed Management Plan

Waikaia	48
Oban – Stewart Island	49
Tuatapere	50
Monowai Village	51
Takutai O Te Titi Marae – Colac Bay	52
Boundary Roads	53
Crowe Road	53
Orion Road East and Pomana Road East	54
Kennington-Waimatua Road and Moto Rimu Road	55
70km/h roads	57
Edendale	57
Colac Bay / Ōraka	59
Mair Road (Curio Bay)	61
Ohai Clifden Highway	62
Holmes Street	63
Winton - Gerrard Place, Gerrard Road	63
Dipton Castlerock Road	63
Bransholme Makarewa Road	63

Document Revision

Date	Amendment	Amended by	Approved by	Approval date

Introduction and background

Purpose of this document

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. Southland District Council (Council) is the RCA responsible for roads within the Southland District (the District) and the purpose of this Speed Management Plan is to present Council's initial vision and approach to the management of speed within the District to ensure safety is given appropriate consideration amongst other relevant factors.

Between 2024 and 2027, Council will implement the proposed speed limit changes detailed in this document. During this period Council plans to explore with the community how the District can approach implementing safer speeds more widely to inform development of the next Speed Management Plan (scheduled for 2027-2030).

This plan also outlines the proposed speed management plan strategy, guiding principles, and how it aligns to proposals from Waka Kotahi.

What is the Council proposing?

Under this plan, Council is primarily focussed on implementing safer and more appropriate speeds on the roads around schools, along with additional areas previously identified within the community and boundary roads. More specifically:

- All schools within the District have been included in this document. Some of these are located on State Highways, which are controlled by Waka Kotahi rather than Council. We do not have control of the speeds on these roads, which form part of Waka Kotahi's Interim State Highway Speed Management Plan 2023-2024; however, they are shown for completeness.
- Speed limits of either 30km/h or 60km/h will be implemented outside of schools on District roads. This has been determined based on the classification of each school's categorisation under the Rule.
- These speed limits will either be permanent speed limits, which apply at all times, or as a variable speed limit (VSL) which only apply around times of activity near schools, around the beginning and end of the school day.
- Additional areas, where speed limits have been identified as an issue within our communities, have been assessed on a case-by-case basis.
- Safer speed limits have been proposed around Takutai O Te Titi Marae in Colac Bay.
- Aligning the speed limits on boundary roads that Council share with Invercargill City Council.
- Identification of roads where the current speed limit is 70km/h and either setting a different speed limit or providing an explanation why the current 70km/h speed limit should be retained in accordance with requirements under the rule.

Full details of the changes are described later in this document.

Why is the Council considering reducing speed limits?

Reducing speed limits around areas such as schools, or in neighbourhoods, is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of

pedestrians, people will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when accidents do happen. All these things are in alignment not only with Council's strategic planning for transport, but also with the Government's road safety strategy. Council currently see this as an important priority.

The outcome from this document feeds into the Council's Transport Activity Management Plan and in turn Council's Long Term Plan.

The Government's Road to Zero road safety strategy sets a target for at least 40% of all schools to be covered by a slower speed limit by 30 June 2024, and all schools to be covered by a slower speed by 31st December 2027. Council is using this Speed Management Plan to reduce speed limits around all schools within Southland District, excluding schools within the jurisdiction of Waka Kotahi, quicker than the Government's target as our children are amongst the most vulnerable.

Since the final review of the Speed Limits Bylaw, several other locations have been identified where existing speed limits present a safety concern within our communities, speed limit changes have been proposed to help address these.

Our approach to speed management

Schools

It is now required by law for schools to have a lower speed limit on surrounding streets.

- The maximum speed limit for roads around category 1 schools is 30 km/h, either as a permanent or as a variable speed limit (VSL). A variable speed limit is one that applies at the start and end of the school day and reverts to the ordinary speed limit at all other times.
- We have designated some schools as "category 2", because they have limited numbers of pedestrian movements associated with the school, or because they have a separate access for dropping off/picking up school children with lower direct interactions with traffic. These schools are also typically in higher speed environments (70-100km/h).
- For these category 2 schools, the proposed speed limit will be a reduction to a maximum speed limit of 60km/h, either permanently or as a variable speed limit.

When reviewing speed limits around schools, a consistent approach has been used to determine the start and end points of the reduced speed school zone. These have been proposed to align with the Speed Management Guide published by Waka Kotahi, while also considering the current look and feel of the road, and the intended purpose of the road.

For this plan, a 'less is more' approach has been taken for most schools, where the speed limits capture the immediate streets surrounding the schools where it is clear to road users as to why a reduced speed is required. It is important to note that while the specific speed limit is strictly regulated and difficult to change, Council has more discretion around the size of the school zone; which communities have had greater opportunity to influence during consultation stages.

State Highways

State Highway speeds are controlled by Waka Kotahi. Communication with Waka Kotahi is necessary to ensure speeds are consistent through the network. As the opportunity arises, Council does, and will continue to engage with Waka Kotahi on integration of speed management between State Highway and District roads.

What else?

Council will review and update the Speed Management Plan every three years, which ensures that the performance of the implemented speeds is assessed. It also allows us to adjust as our approach as the District changes and grows, responding to new issues or opportunities as they arise.

Although this Speed Management Plan mainly covers speed limits around schools and some specific areas, there are many more speed related conversations to be had. Over the next three years between 2024 and 2027, we will begin to have conversations with stakeholders and the community on speed limits and other supporting speed management activities.

These conversations will help inform our approach when developing future speed management plans for the District and will focus around the following areas:

- Roads in urban areas and neighbourhoods, such as in central townships, and near retirement villages, recreational facilities and early childhood centres, etc., have high volumes of pedestrians, so Council will consider how to create a safer road network where residents are encouraged and enabled to walk and cycle.
- Speed limits on rural roads have historically been highly influenced by speed, mobility, and economic factors. Many rural 100 km/h roads in the District were not designed as high-speed roads, and usage on these has evolved, seeing larger volumes of traffic than ever before. Although there are few pedestrians present on these roads, drivers and passengers become increasingly vulnerable when driving at these high speeds.

Council must now consider how it will begin transitioning to speed limits which reflect the type of road and environment. The safety benefits of slower speeds will need to have increased significance in this process alongside consideration of other speed management activities.

Aside from the specific speed limit changes detailed elsewhere within this document, Council is not currently proposing any other changes to speed limits of urban or rural District roads for the period covered by this document (between 2024 and 2027).

Policies and objectives

The goal of the Speed Management Plan will be to create a safe and efficient road network that balances the needs of all road users while minimising the risk of crashes and fatalities. Overall, a Speed Management Plan can help improve road safety, build community engagement, use resources effectively, increase compliance with speed limits, and have a positive impact on the environment.

We believe the following principles could be used to guide the development of speed limits.

- Take a holistic approach to speed management, which in addition to using different activities to manage speed but also identifying and assessing the relevant underlying factors which determine which activities are appropriate for the District and the extent that they are applied.
- Use industry guidance as a starting point to assessing speed limits of District roads. We have used the new Road to Zero edition of the Speed Management Guide to help identify what speed limits are safe and appropriate for the Southland District, and this has formed the starting basis for our discussion proposals.
- Giving appropriate consideration and weight to the human aspects of speed management. Slower speed limits around schools are about making these environments safer for pedestrians. We think we should balance the inconvenience for some motorists of a slower speed against the benefits of a slower speed environment for people walking or cycling.

- Consider how roads and the surrounding area are used or intended to be used. For proposed changes for schools, the majority of changes within this document, we've identified the streets that are used by people getting to and from school, to work out where there should be slower speed limits. In some cases, there are side streets which provide access to the school, and we need to consider slower speed limits on these roads too.
- Using permanent speed limits for side streets, and variable speed limits for main routes. In most cases, where a school is accessed from a main route, we've used a variable speed limit that operates at the start and end of the school day. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics. Where a slower speed limit has been proposed on a main road and an adjacent side road, a variable speed limit has been used for both for consistency purposes.

Proposed speed management measures and their rationale

Schools

Northern Southland College and Lumsden School (Lumsden)

The existing and proposed speed limits for Northern Southland School and Lumsden School are explained in Table 1. The proposed speed limits are shown in Figure 1.

Table 1: Existing and proposed speed limits for Northern Southland School and Lumsden School.

Roads	Average operating speeds (km/h)	Existing Speed Limit	Proposed speed limit (km/h)	Rationale
Maria Street	23	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
State Highway 96	65	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

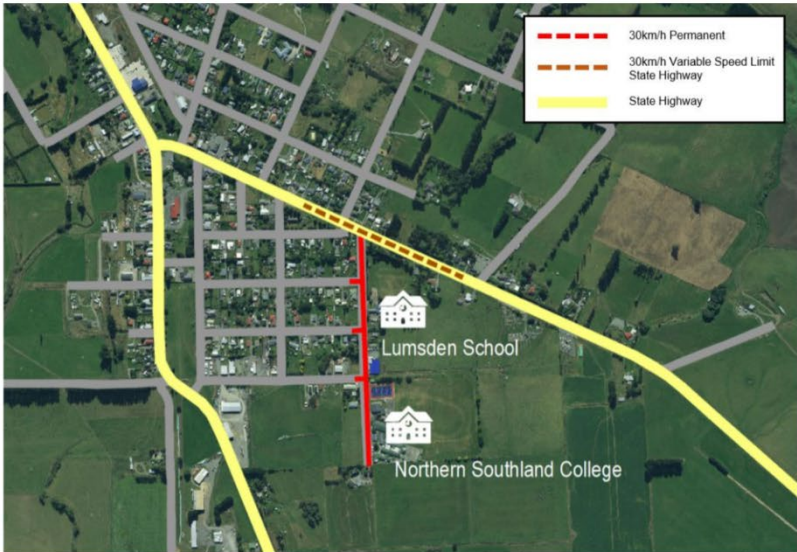


Figure 1 Proposed speed limit changes for Northern Southland School and Lumsden School.

Takitimu Primary School and St. Patrick’s School (Nightcaps)

The existing and proposed speed limits for Takitimu Primary School and St. Patrick’s School are explained in Table 2. The proposed speed limits are shown in Figure 2.

Table 2: Existing and proposed speed limits for Takitimu Primary School and St. Patrick’s School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Evan Street	30	50	30 VSL	We are proposing a 30km/h VSL outside Takitimu School to cover both accesses to the school. We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Wairio Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Wairio Road	55-61	50	30 VSL	
Nightcaps Opio Road	50	50	30 VSL	We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Nightcaps Opio Road to cover the access to the school on this road.
State Highway 96	55-68	50	30 VSL	This speed limit is on the State Highway, therefore under control of

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
				Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

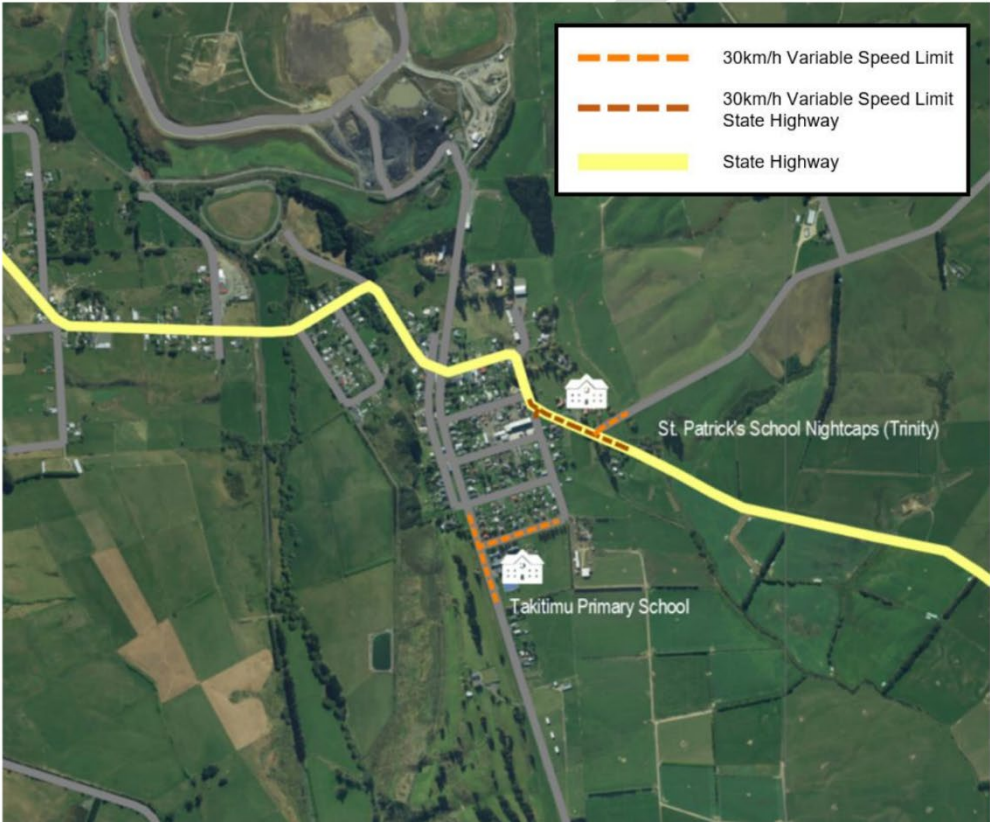


Figure 2 Proposed speed limit changes for Takitimu Primary School and St. Patrick's School.

Central Southland School, Winton School, and St. Thomas School (Winton)

The existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School are explained in Table 3. The proposed speed limits are shown in

Figure 3.

Table 3: Existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Grange Street	24	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently. The 30km/h zone runs further south to extend past the school bus stop access on Mackenzie Street.
Mackenzie Street	29			
State Highway 6	53	30 VSL	30 VSL	This speed limit is on the State Highway and therefore under control of Waka Kotahi. The extent shown is indicative only based on what was consulted on in December 2022 by Waka Kotahi which is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Clyde Street	22			
Eglinton Street	27			
Church Street	17	30 permanent	30 permanent	We are proposing a permanent 30km/h speed limit on Church Street where there will be a high volume of pedestrians and there is a pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

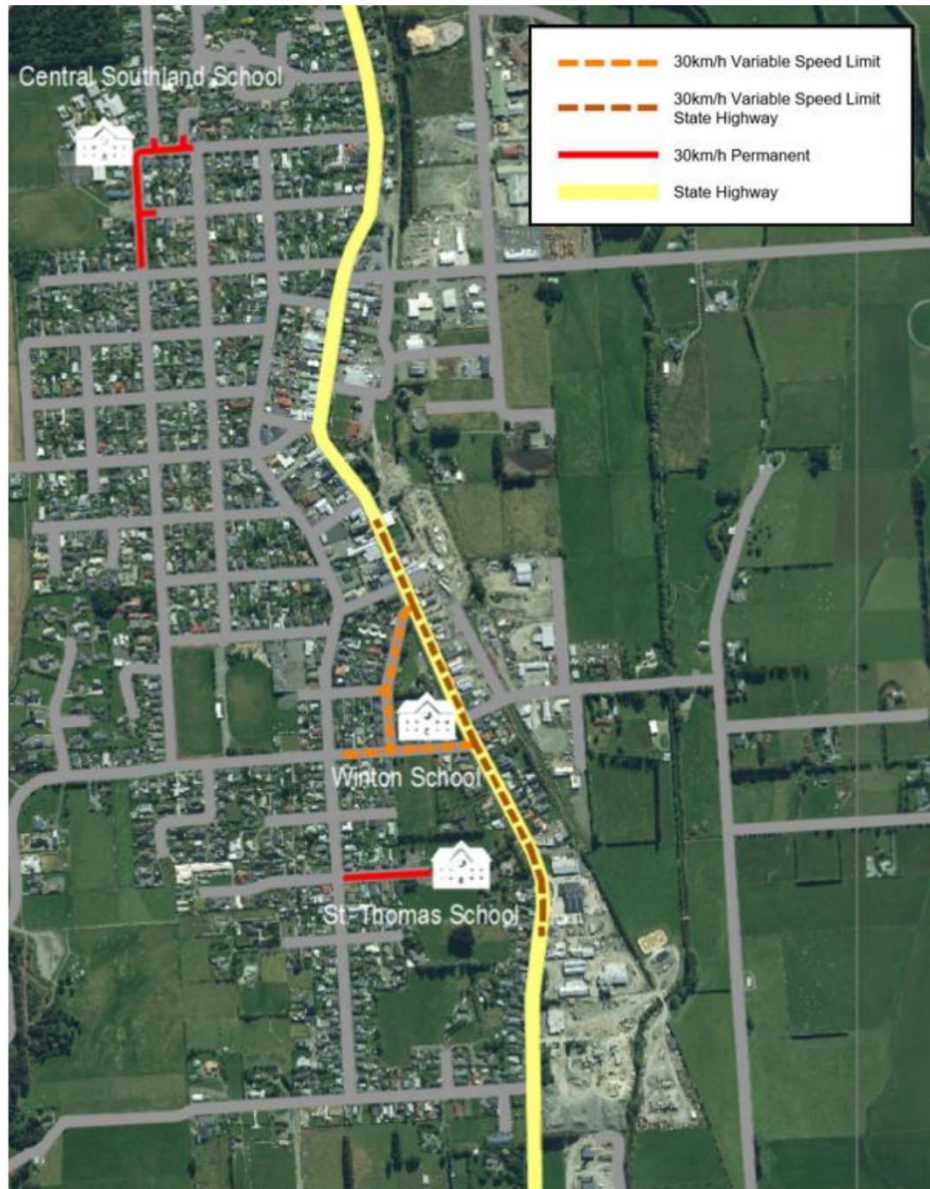


Figure 3 Proposed speed limit changes for Central Southland School, Winton School, and St. Thomas School.

Menzies College and Wyndham Primary School (Wyndham)

The existing and proposed speed limits for Menzies College and Wyndham Primary School are explained in Table 4. The proposed speed limits are shown in Figure 4.

Table 4: Existing and proposed speed limits for Menzies College and Wyndham Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Florence Street	21-29	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Alma Street	16-25			
Raglan Street	26			

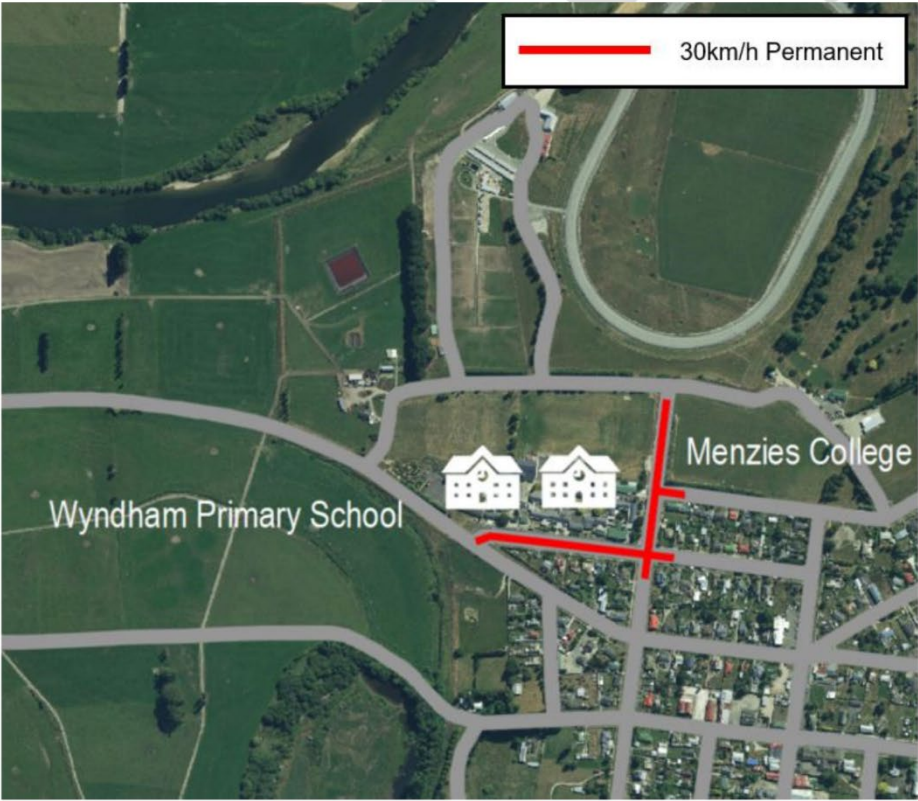


Figure 4 Proposed speed limit changes for Menzies College and Wyndham Primary School.

Waiau Area School (Tuatapere)

The existing and proposed speed limits for Waiau Area School are explained in Table 5. The proposed speed limits are shown in Figure 5.

Table 5: Existing and proposed speed limits for Waiau Area School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orawia Road	55	50	30 VSL	The average speed that people are driving along this stretch is 55km/h, which is above the speed limit. Therefore it is unlikely that drivers will comply with a permanent drop in speed without infrastructure. Instead, a variable speed limit (VSL) is proposed to lower the speed limit to 30km/h during school pick-up and drop-off times only. This way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. Birch Street has another access to the school. There is a 30km/h VSL proposed on this road as well to keep the consistency with Orawia Road.
Birch Street	15	50	30 VSL	

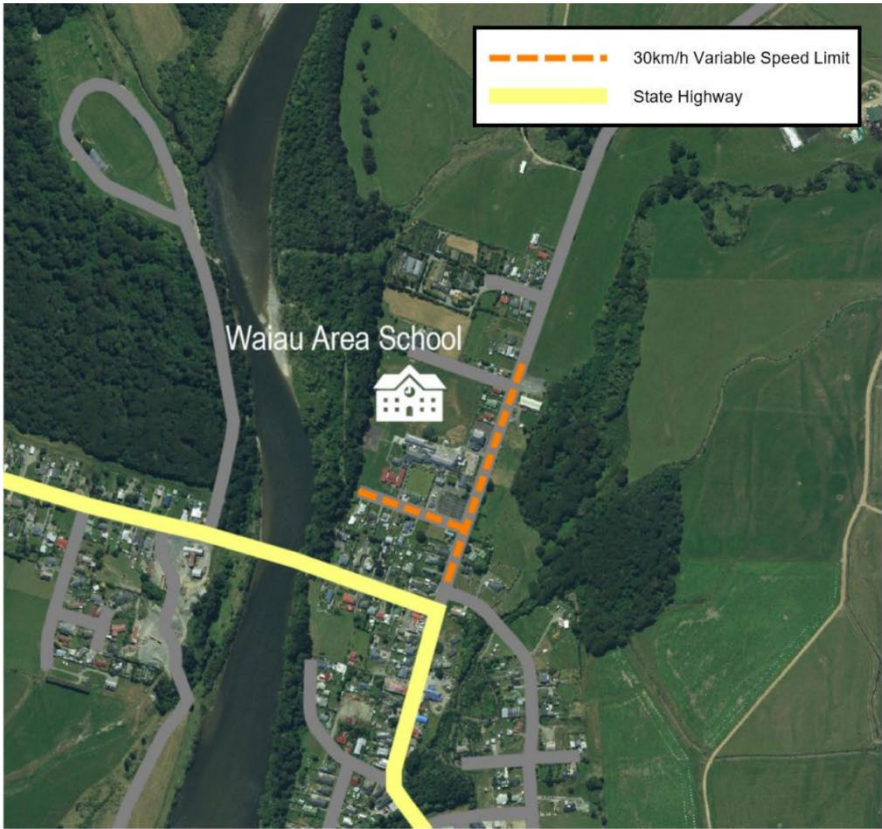


Figure 5 Proposed speed limit changes for Waiau Area School.

Aparima College and Riverton Primary School (Riverton/Aparima)

The existing and proposed speed limits for Aparima College and Riverton Primary School are explained in Table 6. The proposed speed limits are shown in Figure 6.

Table 6: Existing and proposed speed limits for Aparima College and Riverton Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leader Street	19	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The 30km/h zone extends further southeast towards the beach to capture the access to the beach and other recreational activities, where there are more pedestrians present. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Princess Street	26-32			
Napier Street	24			
Ngarimu Street	28			
Carrol Street	29			
Pomare Street	N/A			



Figure 6 Proposed speed limit changes for Aparima College and Riverton Primary School.

Drummond Primary School

The existing and proposed speed limits for Drummond Primary School are explained in Table 7. The proposed speed limits are shown in Figure 7.

Table 7: Existing and proposed speed limits for Drummond Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Domain Road	38	80	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Boundary Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. This captures both accesses to the school on Boundary Road and Domain Road.
Boundary Road	84			

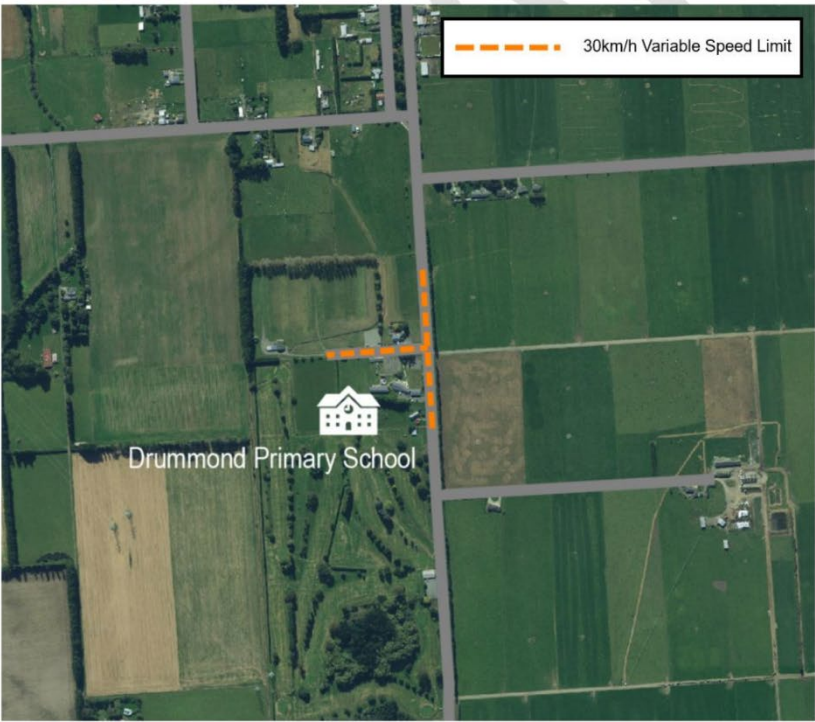


Figure 7 Proposed speed limit changes for Drummond Primary School.

Balfour School

The existing and proposed speed limits for Balfour School are explained in Table 8. The proposed speed limits are shown in Figure 8.

Table 8: Existing and proposed speed limits for Balfour School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Queen Street	54	50	30km/h VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Queen Street are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 8: Proposed speed limit changes for Balfour School.

Hillside Primary School

The existing and proposed speed limits for Hillside Primary School are explained in Table 9. The proposed speed limits are shown in Figure 9.

Table 9: Existing and proposed speed limits for Hillside Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
McCaughan Street	32	60	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the school where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.

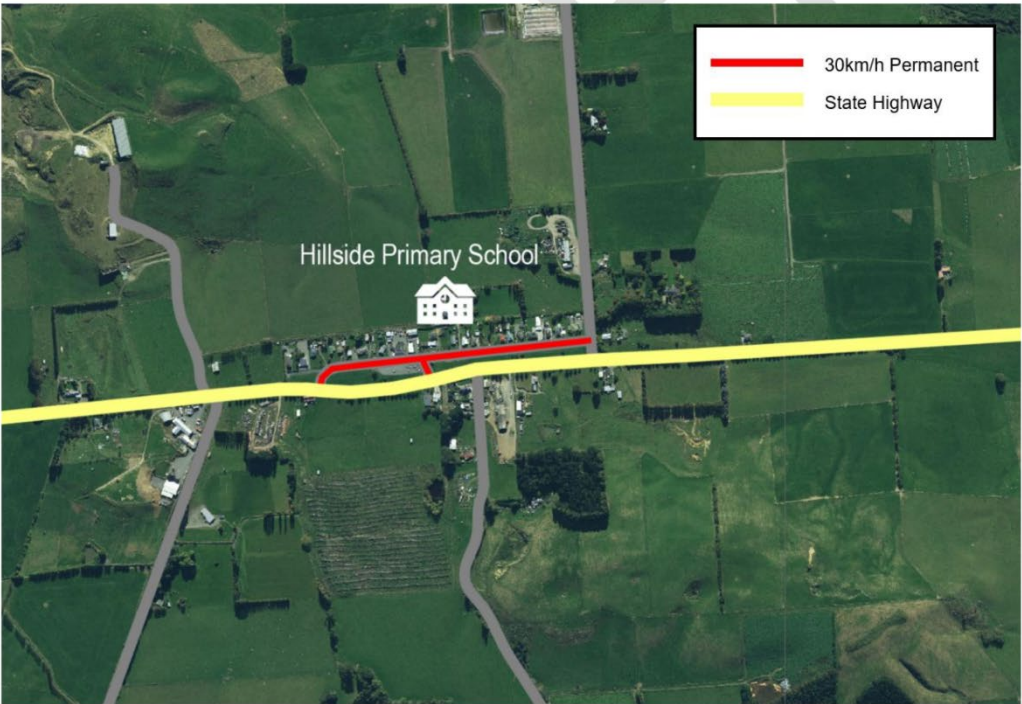


Figure 9 Proposed speed limit changes for Hillside Primary School.

Hauroko Valley Primary School

The existing and proposed speed limits for Hauroko Valley Primary School are explained in Table 10. The proposed speed limits are shown in Figure 10.

Table 10: Existing and proposed speed limits for Hauroko Valley Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 99	99	100	60km/h VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 10 Proposed speed limit changes for Hauroko Valley Primary School.

Dipton School

The existing and proposed speed limits for Dipton School are explained in Table 11. The proposed speed limits are shown in Figure 11.

Table 11: Existing and proposed speed limits for Dipton School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
George Street	36	60	30km/h VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on James Street and South Hillend-Dipton Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
James Street	51			
South Hillend-Dipton Road	49			



Figure 11 Proposed speed limit changes for Dipton School.

Edendale Primary School

The existing and proposed speed limits for Edendale Primary School are explained in Table 12. The proposed speed limits are shown in Figure 12.

Table 12: Existing and proposed speed limits for Edendale Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Salford Street	50	50	30 VSL	This speed limit is on the old State Highway. With control of the road yet to be handed to Council, Waka Kotahi is therefore responsible for the proposal for this school. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness. This road is anticipated to transition to Council during the next 3 years.

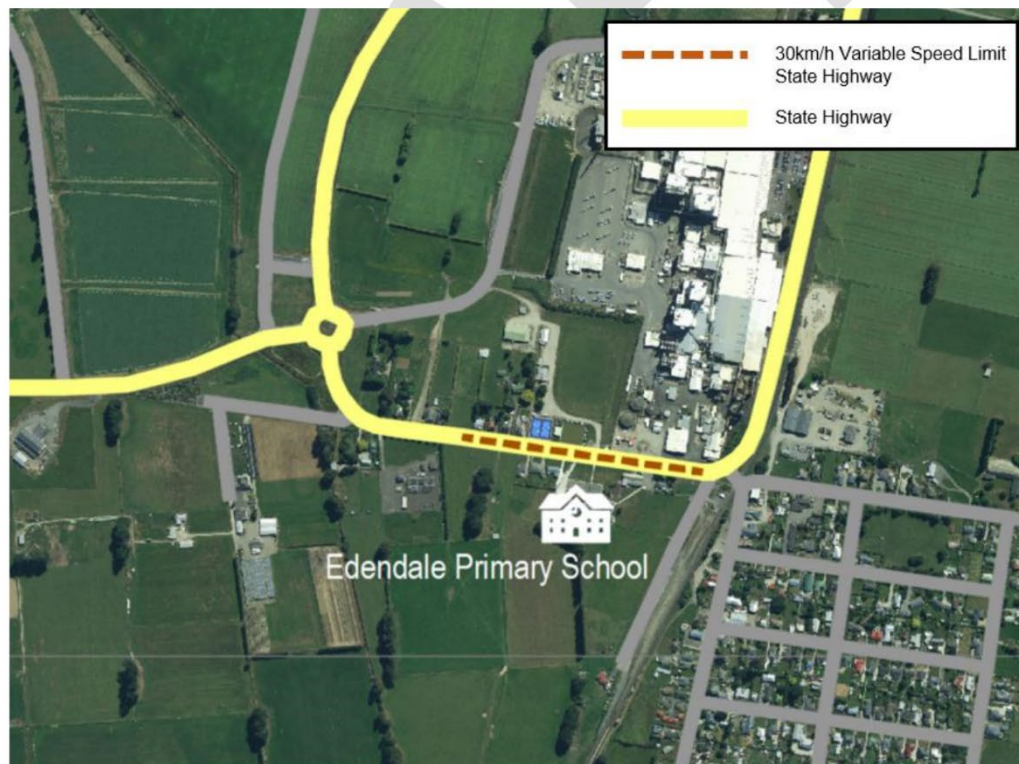


Figure 12 Proposed speed limit changes for Edendale Primary School.

Garston School

The existing and proposed speed limits for Garston School are explained in Table 13. The proposed speed limits are shown in Figure 13.

Table 13: Existing and proposed speed limits for Garston School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 6	88	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 13 Proposed speed limit changes for Garston School.

Gorge Road School

The existing and proposed speed limits for Gorge Road School are explained in Table 14. The proposed speed limits are shown in Figure 14.

Table 14: Existing and proposed speed limits for Gorge Road School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Factory Road	15	60	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Tokanui-Gorge Road Highway are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Tokanui-Gorge Road Highway	71			



Figure 14 Proposed speed limit changes for Gorge Road School.

Halfmoon Bay School (Stewart Island)

The existing and proposed speed limits for Halfmoon Bay School are explained in Table 15. The proposed speed limits are shown in Figure 15.

Table 15: Existing and proposed speed limits for Halfmoon Bay School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	Unknown	50	30 permanent	<p>We are proposing a permanent 30km/h speed limit around the surrounding streets of Halfmoon Bay School where there will be a high volume of pedestrians and the pick-up/drop-off area.</p> <p>This not only increases safety for school children, but also for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). The road environment through these streets will support the 30km/h permanent speed limit.</p>
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 15 Proposed speed limit changes for Halfmoon Bay School.

Heddon Bush School

The existing and proposed speed limits for Heddon Bush School are explained in Table 16. The proposed speed limits are shown in Figure 16.

Table 16: Existing and proposed speed limits for Heddon Bush School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Hall Road	17	100	60 permanent	We are proposing a permanent 60km/h speed limit on Hall Road and Shaw Trees Road where the entrances to the school are. The average speed that people are travelling on these streets is already less than 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Shaw Trees Road	20			

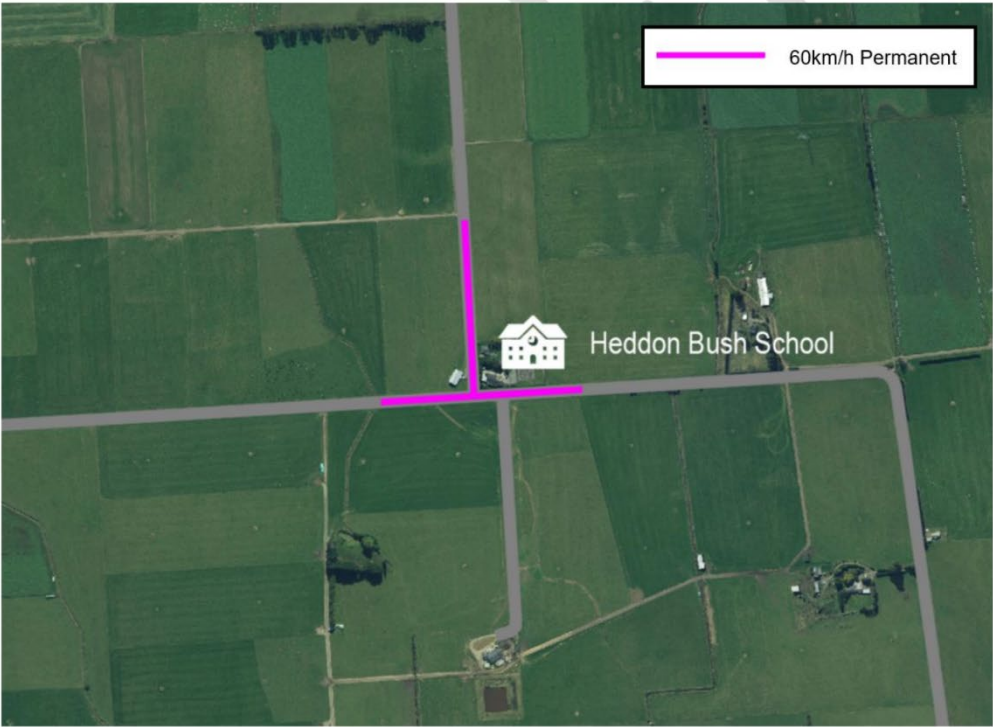


Figure 16 Proposed speed limit changes for Heddon Bush School.

Hedgehope School

The existing and proposed speed limits for Hedgehope School are explained in Table 17. The proposed speed limits are shown in Figure 17.

Table 17: Existing and proposed speed limits for Hedgehope School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway	91	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

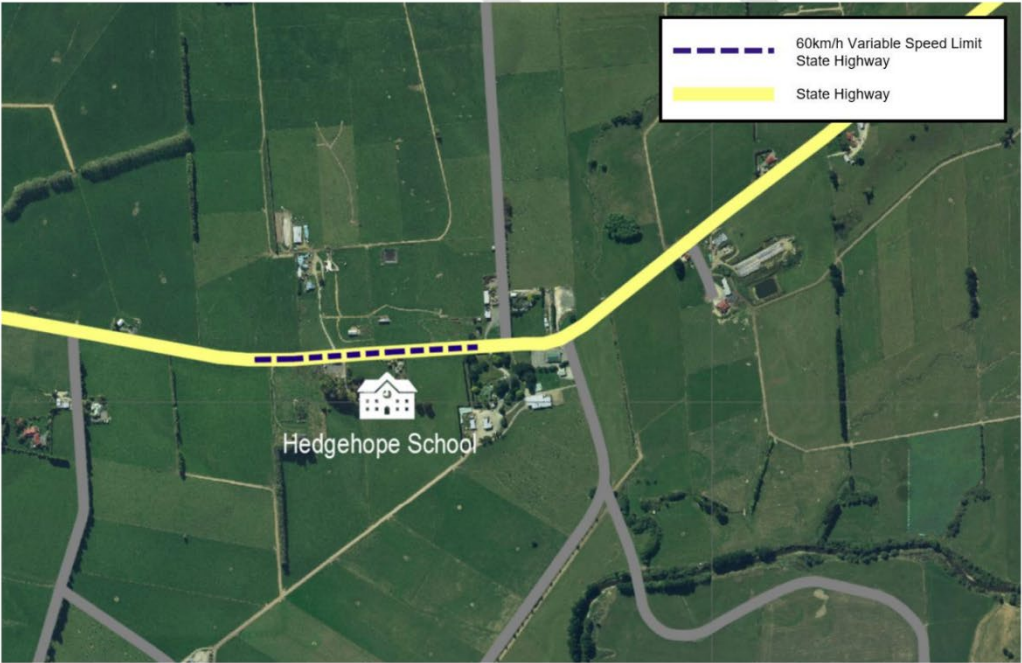


Figure 17 Proposed speed limit changes for Hedgehope School.

Limehills School

The existing and proposed speed limits for Limehills: School are explained in Table 18. The proposed speed limits are shown in Figure 18.

Table 18: Existing and proposed speed limits for Limehills: School.

Roads	Average operating speed (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Derby Road	28	60	30 permanent	We are proposing a permanent 30km/h speed limit on Derby Road and Pisa Road where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pisa Road	18			

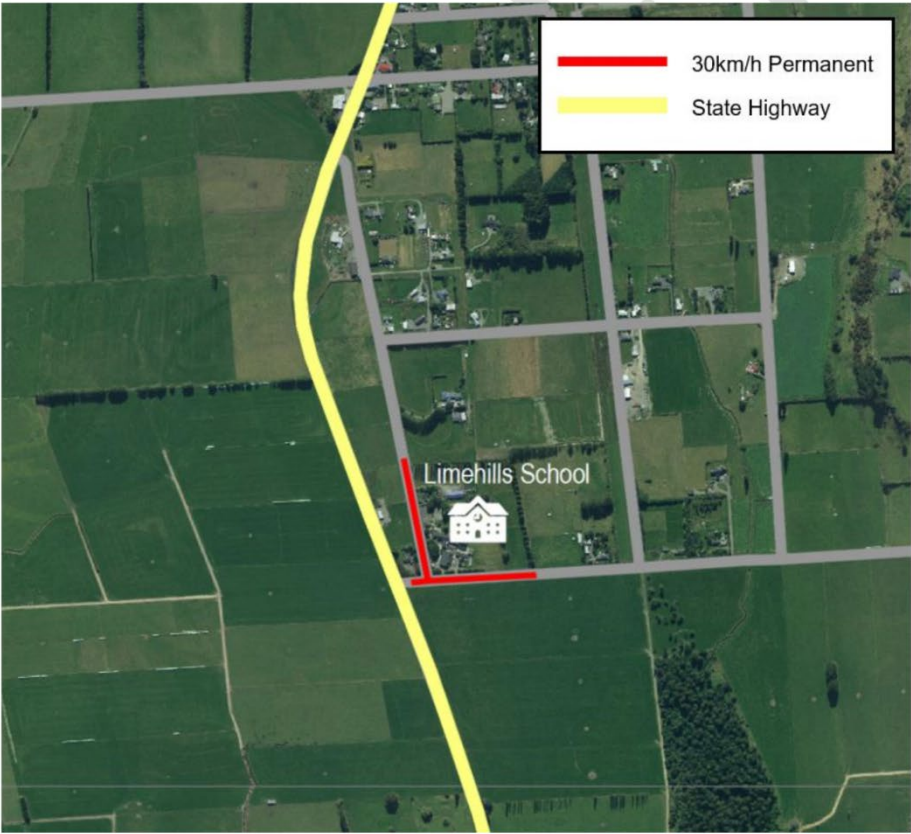


Figure 18 Proposed speed limit changes for Northern Southland School and Limehills: School.

Lochiel School

The existing and proposed speed limits for Lochiel School are explained in Table 19. The proposed speed limits are shown in Figure 19.

Table 19 Existing and proposed speed limits for Lochiel School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Lochiel Bridge Road	69	80	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling at on Lochiel Bridge Road are quite high. The VSL can support safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The speed on Smith Road is already 60km/h so will align with the 60km/h VSL on Lochiel Bridge Road.



Figure 19 Proposed speed limit changes for Lochiel School

Mararoa School

The existing and proposed speed limits for Mararoa School are explained in Table 20. The proposed speed limits are shown in Figure 20.

Table 20: Existing and proposed speed limits for Mararoa School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 94	94	100	60	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

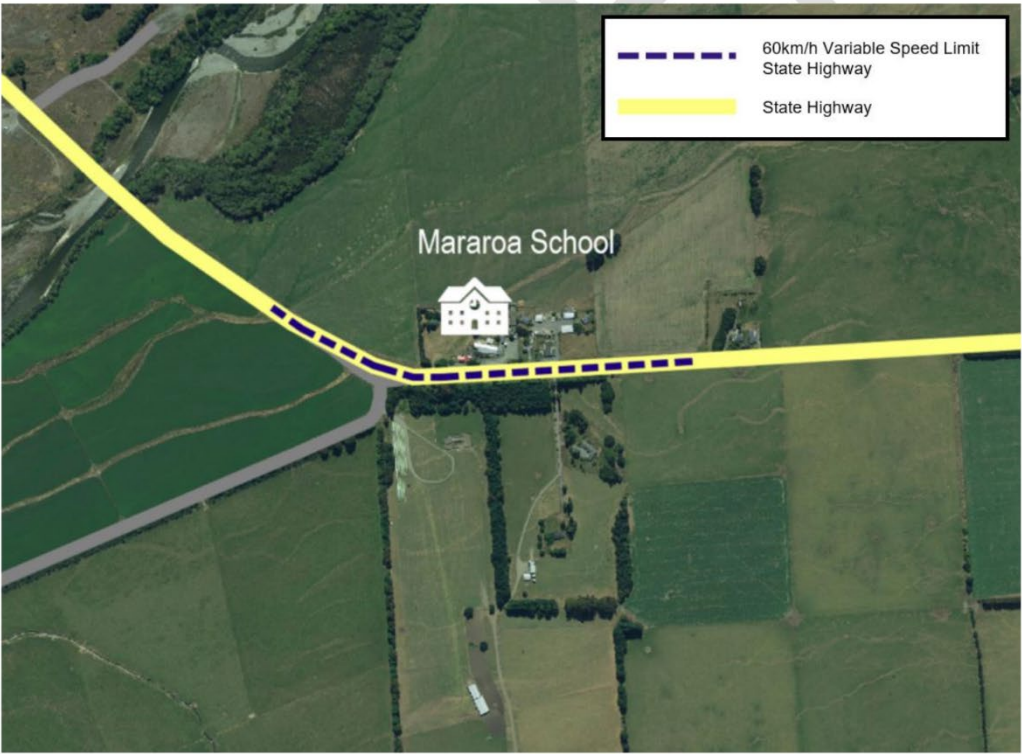


Figure 20 Proposed speed limit changes for Mararoa School.

Mossburn School

The existing and proposed speed limits for Mossburn School are explained in Table 21. The proposed speed limits are shown in Figure 21.

Table 21 Existing and proposed speed limits for Mossburn School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Surrey Street	27	50	30	We are proposing a permanent 30km/h speed limit on Surrey Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.

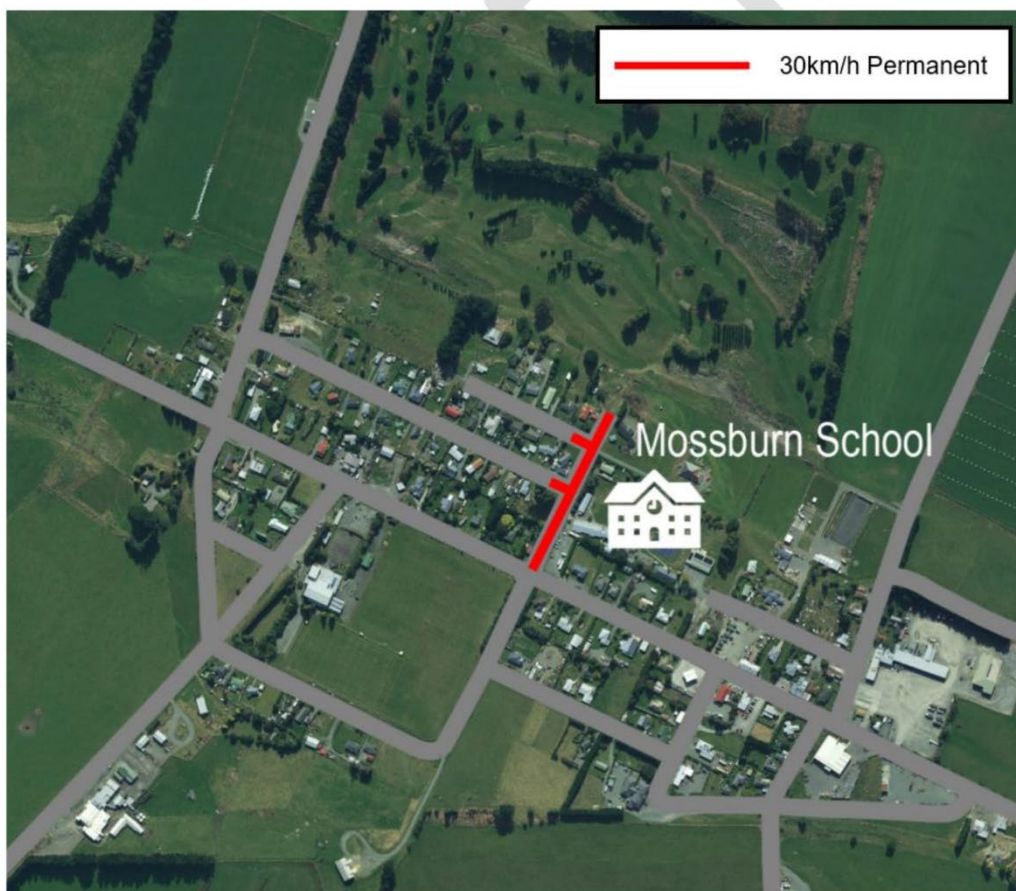


Figure 21 Proposed speed limit changes for Mossburn School.

Otautau School

The existing and proposed speed limits for Otautau School are explained in Table 22. The proposed speed limits are shown in Figure 22.

Table 22 Existing and proposed speed limits for Otautau School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Macandrew Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on Macandrew Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.
Elles Road	22	50	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times on Elles Road and Main Street. The VSL on Main Street will capture the zebra crossing where there will be kids crossing. The speeds that people are travelling on Main Street are quite high, and having a VSL means we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Main Street	51	50	30 VSL	



Figure 22 Proposed speed limit changes for Otatau School.

Rimu Full Primary School

The existing and proposed speed limits for Rimu Full Primary School are explained in Table 23. The proposed speed limits are shown in Figure 23.

Table 23 Existing and proposed speed limits for Rimu Full Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Rimu Road	93	100	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because speeds that people are travelling on Rimu Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 100km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 23 Proposed speed limit changes for Rimu Full Primary School.

Riversdale School

The existing and proposed speed limits for Riversdale School are explained in Table 24. The proposed speed limits are shown in Figure 24.

Table 24 Existing and proposed speed limits for Riversdale School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kent Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on the streets where there are direct accesses to the school and therefore a high volume of pedestrians. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Hull Street	28			
Rutland Street	27			



Figure 24 Proposed speed limit changes for Riversdale School.

Te Tipua School

The existing and proposed speed limits for Te Tipua School are explained in Table 25. The proposed speed limits are shown in Figure 25.

Table 25 Existing and proposed speed limits for Te Tipua School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 96	85	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Te Tipua School Road	46			We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Te Tipua School Road to cover the access to the school on this road and maintaining consistency with the State Highway.

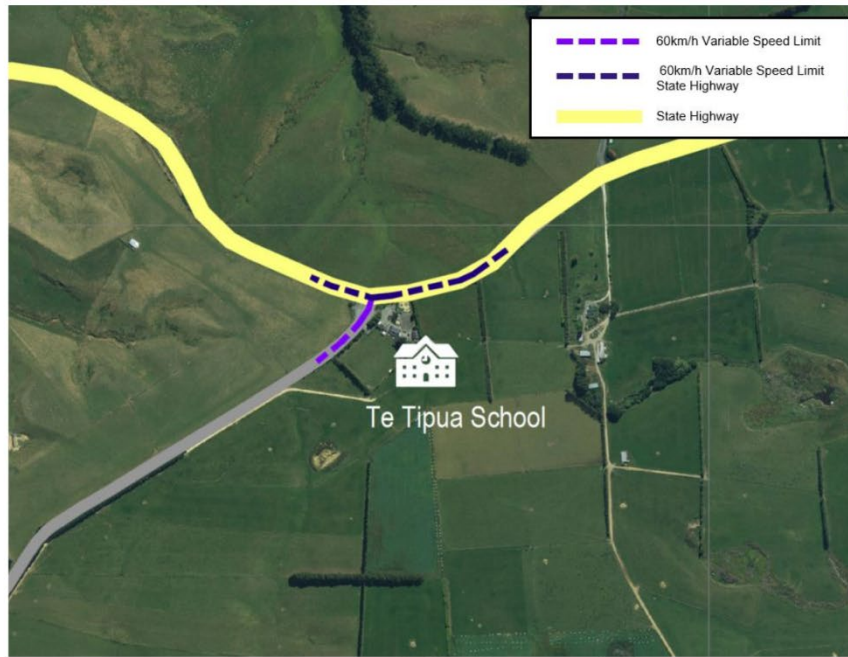


Figure 25 Proposed speed limit changes for Te Tipua School

Thornbury School

The existing and proposed speed limits for Thornbury School are explained in Table 26. The proposed speed limits are shown in Figure 26.

Table 26 Existing and proposed speed limits for Thornbury School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Muriel Street	36	50	30	We are proposing a permanent 30km/h speed limit on Muriel Street and Murchie Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Murchie Street	39			



Figure 26 Proposed speed limit changes for Thornbury School

Tokenui School

The existing and proposed speed limits for Tokenui School are explained in Table 27. The proposed speed limits are shown in Figure 27.

Table 27 Existing and proposed speed limits for Tokenui School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Duncan Street	16	60	30	We are proposing a permanent 30km/h speed limit on Duncan Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.



Figure 27 Proposed speed limit changes for Tokanni School

Tuturau Primary School

The existing and proposed speed limits for Tuturau Primary School are explained in Table 28. The proposed speed limits are shown in Figure 28.

Table 28 Existing and proposed speed limits for Tuturau Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Shanks Road	34	100	30 Permanent	We are proposing a permanent 30km/h speed limit on Shanks Road which covers the area where children will be crossing the road to the parked cars. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

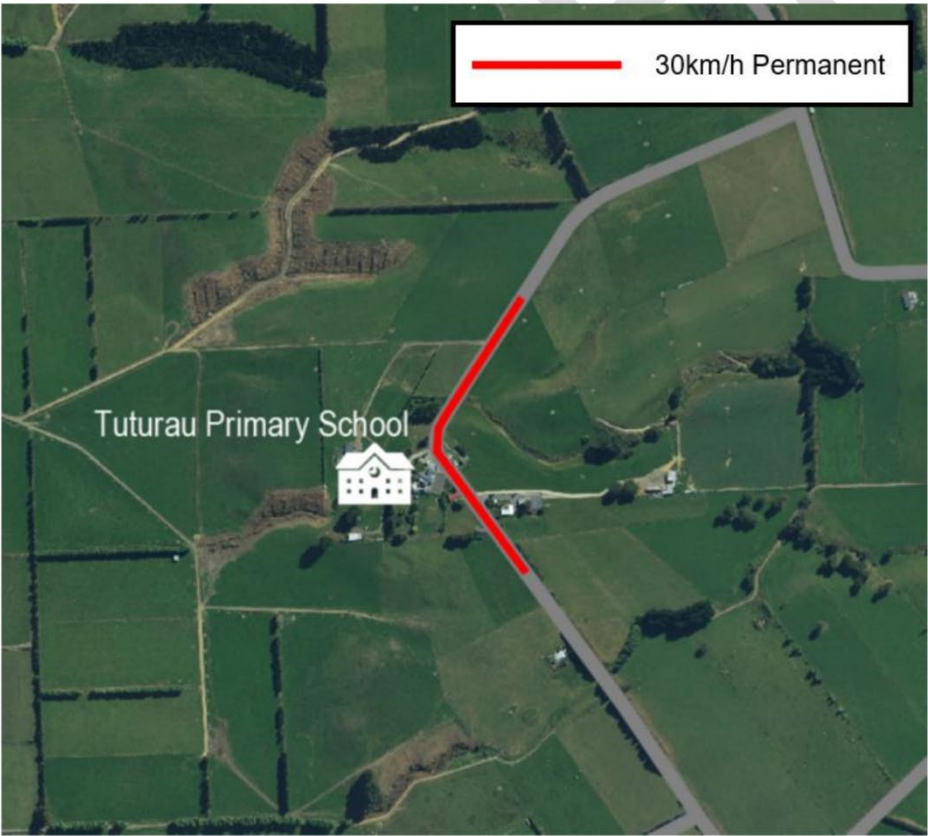


Figure 28 Proposed speed limit changes for Tuturau Primary School

Waianiwa School

The existing and proposed speed limits for Waianiwa School are explained in Table 29. The proposed speed limits are shown in Figure 29.

Table 29 Existing and proposed speed limits for Waianiwa School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Argyle Otahuti Road	74	60	30VSL	We are proposing a VSL on Argyle Otahuti Road and Waianiwa Oporo Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on these roads are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Waianiwa Oporo Road	51			



Figure 29 Proposed speed limit changes for Waianiwa School

Waikaia School

The existing and proposed speed limits for Waikaia School are explained in Table 30. The proposed speed limits are shown in Figure 30.

Table 30 Existing and proposed speed limits for Waikaia School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leamington Street	36	50	30 permanent	We are proposing a permanent 30km/h speed limit on Leamington Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already close to 30km/h, so this proposed speed is anticipated to align with how the road operates currently.



Figure 30 Proposed speed limit changes for Waikaia School.

Wallacetown School

The existing and proposed speed limits for Wallacetown School are explained in Table 31. The proposed speed limits are shown in Figure 31.

Table 31 Existing and proposed speed limits for Wallacetown School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Dunlop Street	47	50	30 VSL	We are proposing a VSL on Dunlop Street that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on Dunlop Street are quite high, and this way, we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The VSL is extended onto Mauchline Street to capture the entrance to the school on this street, and to keep the consistency with the VSL on Dunlop Street.
Mauchline Street	22			



Figure 31 Proposed speed limit changes for Wallace town School

Woodlands Full Primary School

The existing and proposed speed limits for Woodlands Full Primary School are explained in Table 32. The proposed speed limits are shown in Figure 32.

Table 32 Existing and proposed speed limits for Woodlands Full Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Woodlands Morton Mains Road	53-58	50	30 VSL	We are proposing a VSL on Woodlands Morton Mains Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling are over the safe and appropriate speed, and this way, we can support the safety of people during peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 32 Proposed speed limit changes for Woodlands Full Primary School.

Additional roads

Otautau

The existing and proposed speed limits for Otautau are explained in Table 33. The proposed speed limits are shown in Figure 33.

The Otautau School proposal is included in the map, however, this has been addressed in the School section above.

Table 33 Existing and proposed speed limits for Otautau

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Main Street	46	50	40 permanent	We are proposing a 30km/h speed limit on Main Street from in Otautau from the start of the bridge heading south into Otautau to Chester Street. The Safe and Appropriate speed for this section of road that was assessed by Waka Kotahi is 30km/h. This slow speed zone covers where the environment changes towards the main CBD area with buildouts and plantings which will naturally slow drivers down. The slower speed will increase safety for the larger amounts of people actively using this area of Otautau. The slow speed section also covers the Otautau War Memorial and the zebra crossing.

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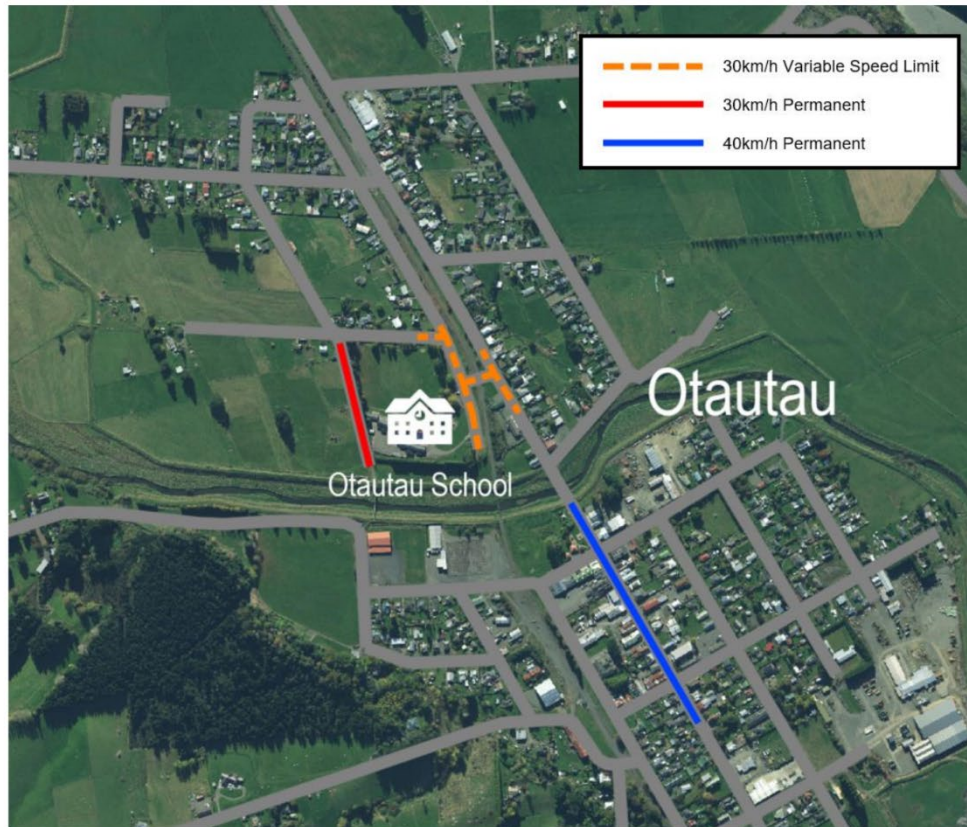


Figure 33 Proposed speed limit changes for Otatau

Waikaia

The existing and proposed speed limits for Waikaia are explained in Table 34. The proposed speed limits are shown in Figure 34.

The Waikaia School proposal is included in the map, however, has been addressed in the School section above.

Table 34 Existing and proposed speed limits for Waikawa

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Willington Street	43-52	100	50	We are proposing to extend the existing 50km/h zones on beyond the bridges on Willington Street and Winding Creek Road so that the location that the speed changes makes sense with the change in environment. The average speed that people are already driving align with the proposed speeds, so compliance is likely.
Winding Creek Road	29-47	100	50	

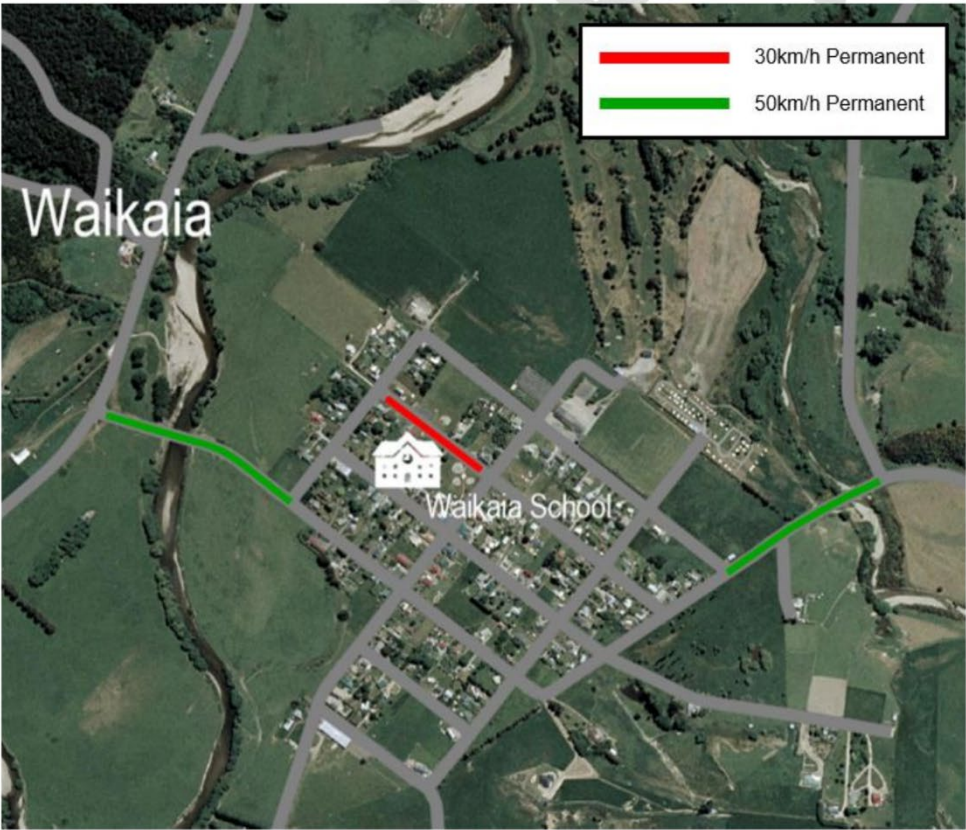


Figure 34 Proposed speed limit changes for Waikawa

Oban – Stewart Island

The existing and proposed speed limits for Oban are explained in Table 35. The proposed speed limits are shown in Figure 35.

The Halfmoon Bay School proposal is included in the map, however, has been addressed in the School section above.

Table 35 Existing and proposed speed limits for Oban.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	N/A	50	30 permanent	We are proposing a 30km/h slow speed zone through Oban to increase safety for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). This also supports slower speeds outside Halfmoon Bay School. The road environment through these streets will support the 30km/h permanent speed limit.
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 35 Proposed speed limit changes for Oban

Tuatapere

The existing and proposed speed limits for Tuatapere are explained in Table 36. The proposed speed limits are shown in Figure 36.

The Waiau Area School proposal is included in the map, however, was addressed above in the School section.

Table 36 Existing and proposed speed limits for Tuatapere

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Papatotara Road	53-62	100	50	We are proposing to extend the existing 50km/h on Papatotara Road so that the location that the speed changes make sense with the change in environment. The average speed that people are already driving aligns with the proposed speeds, so compliance is likely.

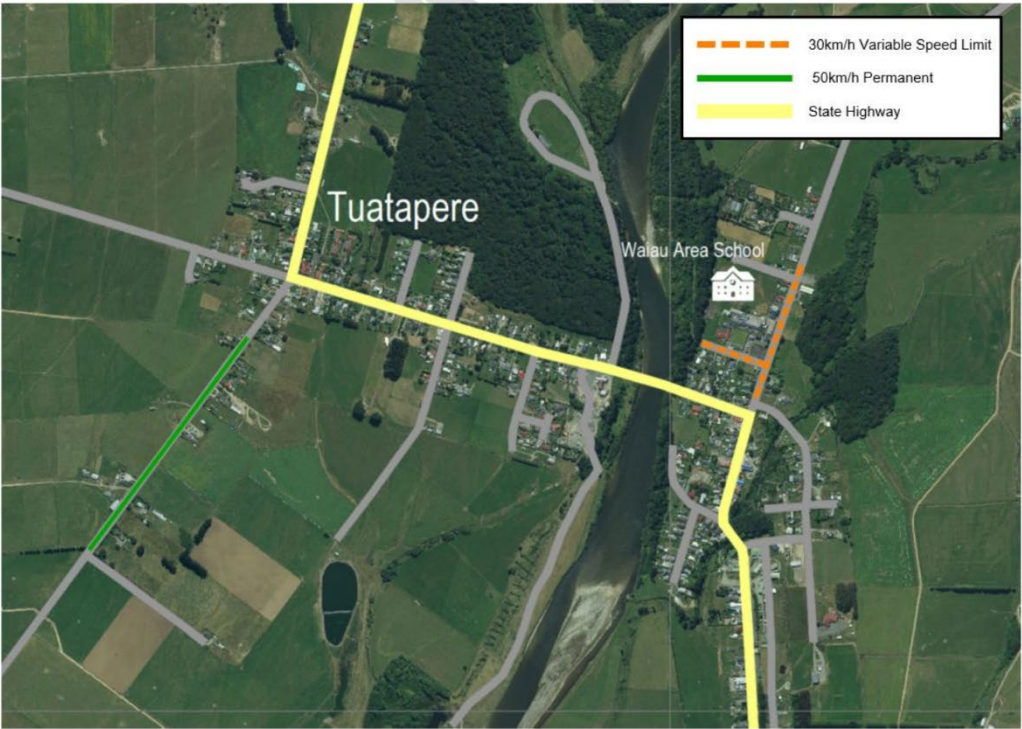


Figure 36 Proposed speed limit changes for Tuatapere

Monowai Village

The existing and proposed speed limits for Monowai Village are explained in Table 37. The proposed speed limits are shown in Figure 37.

Table 37 Existing and proposed speed limits for Monowai Village

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Turbine Drive	25	50	30	We are proposing a 30km/h slow speed zone on the sealed section of Turbine Drive. This is to support the development on this stretch of road. The average speed that people are already driving is much lower than the proposed speeds, so compliance is likely.
Turbine Place				

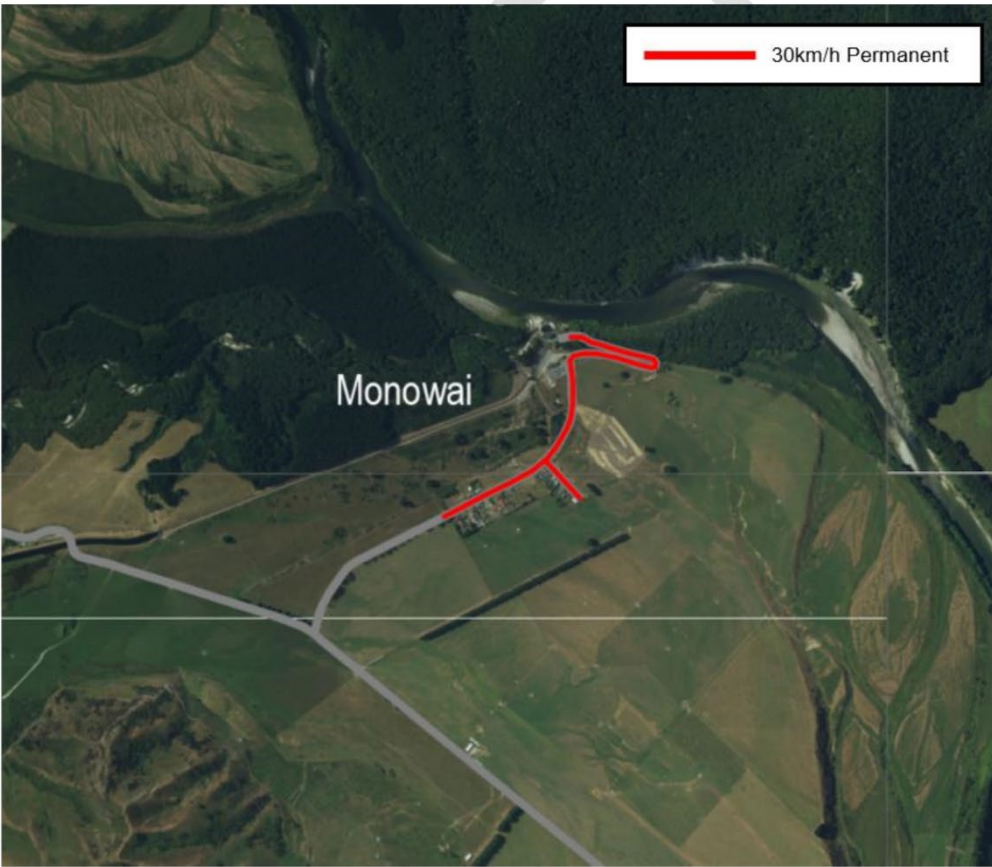


Figure 37 Proposed speed limit changes for Monowai Village

Takutai O Te Titi Marae – Colac Bay

The existing and proposed speed limits for Takutai O Te Titi Marae are explained in Table 38. The proposed speed limits are shown in Figure 38.

Table 38 Existing and proposed speed limits for Takutai O Te Titi Marae

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Colac Foreshore Road	33	50	30	We are proposing a permanent 30km/h speed limit on Colac Foreshore Road where there will be a high volume of pedestrians around the marae. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.



Figure 38 Proposed speed limit changes for Takutai O Te Titi Marae

Boundary Roads

Council jointly manages a number of roads on District boundaries with other councils. In these cases the road is separated down its centre line, with each side of the road residing within separate districts.

The changes in the sections below are proposed to align speed limits on these boundary roads where recent changes have created inconsistencies.

Crowe Road

The existing and proposed speed limits for Crowe Road are explained in Table 39. The proposed speed limits are shown in Figure 39.

Table 39 Existing and proposed speed limits for Crowe Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Crowe Road	38-45	100	60	We are proposing 60km/h on Crowe Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 60km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already below 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.

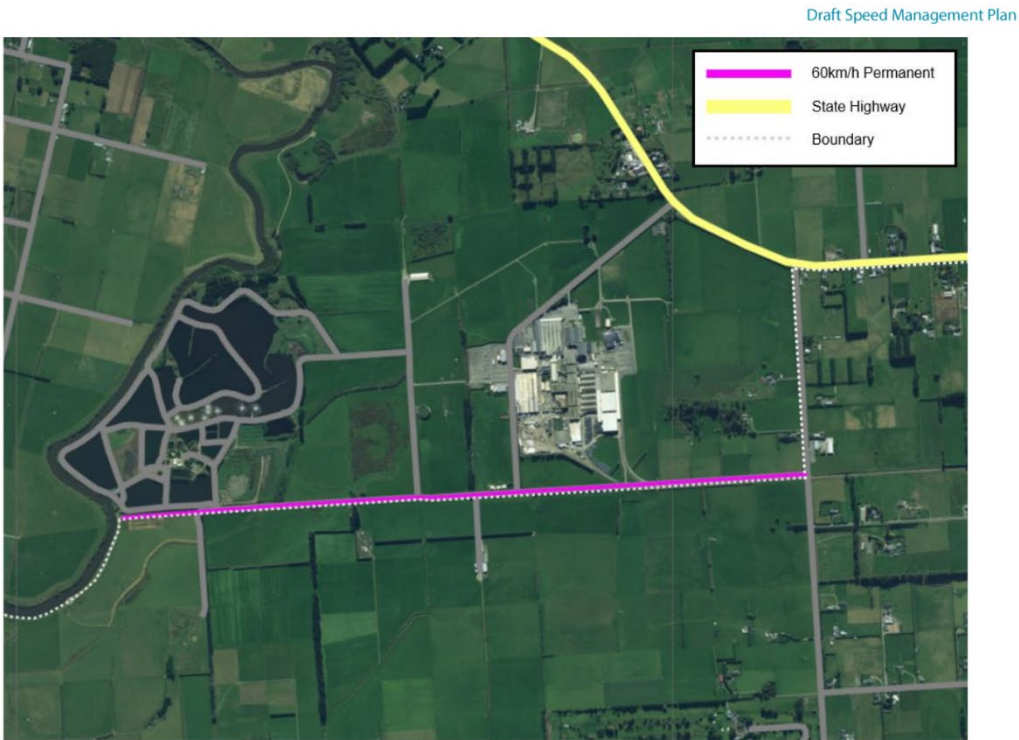


Figure 39 Proposed speed limit changes for Crowe Road

Orion Road East and Pomona Road East

The existing and proposed speed limits for Orion Road East and Pomona Road East are explained in Table 40. The proposed speed limits are shown in Figure 40.

Table 40 Existing and proposed speed limits for Orion Road East and Pomona Road East

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orion Road East	48-51	100	80	We are proposing 80km/h on Orion East Road and Pomona Road East. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. The average speed that people are travelling on these streets is already below 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pomona Road East	51			



Figure 40 Proposed speed limit changes for Orion Road East and Pomona Road East

Kennington-Waimatua Road and Moto Rimu Road

The existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road are explained in Table 41. The proposed speed limits are shown in Figure 41.

Table 41 Existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kennington-Waimatua Road	86	100	80	We are proposing 80km/h on Kennington Waimatua Road and Moto Rimu Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 80km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already around 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Moto Rimu Road	81			

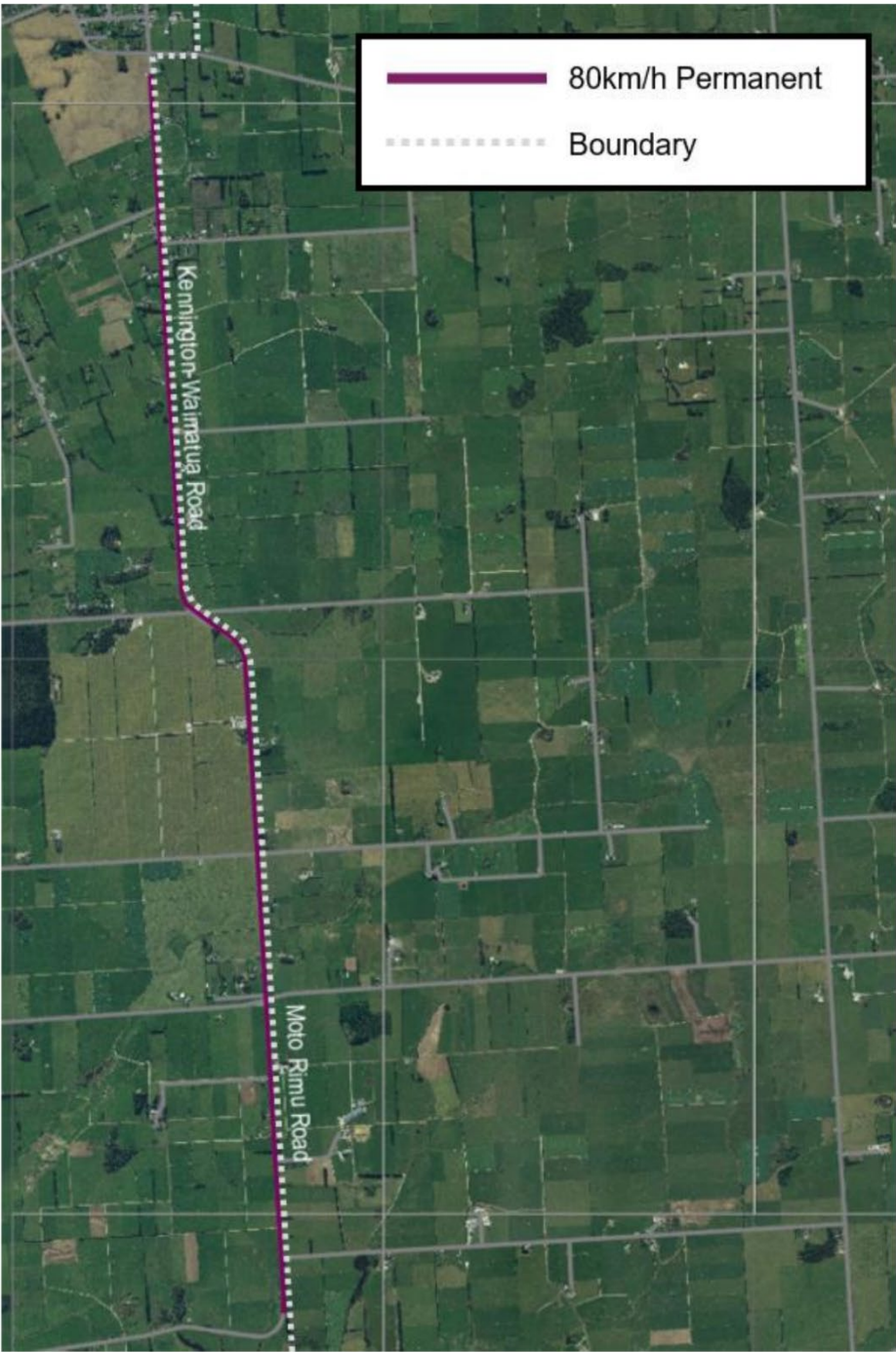


Figure 41 Proposed speed limit changes for Kennington-Waimatua Road and Moto Rimu Road

70km/h roads

Waka Kotahi requires us to identify any roads where the current speed limit is 70km/h and either propose a different speed limit or provide an explanation why the current 70km/h speed limit should be retained. The following sections identify all District roads with 70km/h speed limits and provides an explanation as to why we are changing or retaining that speed limit.

Edendale

The existing and proposed speed limits for Edendale are explained in Table 42. The proposed speed limits are shown in Figure 42.

The Edendale Primary School proposal is included in the map, however it has been addressed in the School section above.

Table 42 Existing and proposed speed limits for Edendale

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ferry Road	69	70	60	We propose to reduce the speed limit for this section of Ferry Road from 70km/h to 60km/h. The Safe and Appropriate Speed for this section of Ferry Road as assessed by Waka Kotahi is 40km/h. However, the presence of development on only one side of the road, suggests that 60km/h is a more suitable speed limit. This is likely to see good compliance without the need for infrastructural intervention to lower operating speeds.
Crescent Road	29			We propose to reduce the speed limit for Crescent Road, George Street, McKinnon Road, and Turner Street from 70km/h to 60km/h to align with the Safe and Appropriate Speed as assessed by Waka Kotahi. These speeds will also align with the reduced speed limit on Ferry Road. The average speeds that people are already driving on these streets are all well below 60km/h, so compliance is likely.
George Street	44			
McKinnon Road	29			
Turner Street	27			

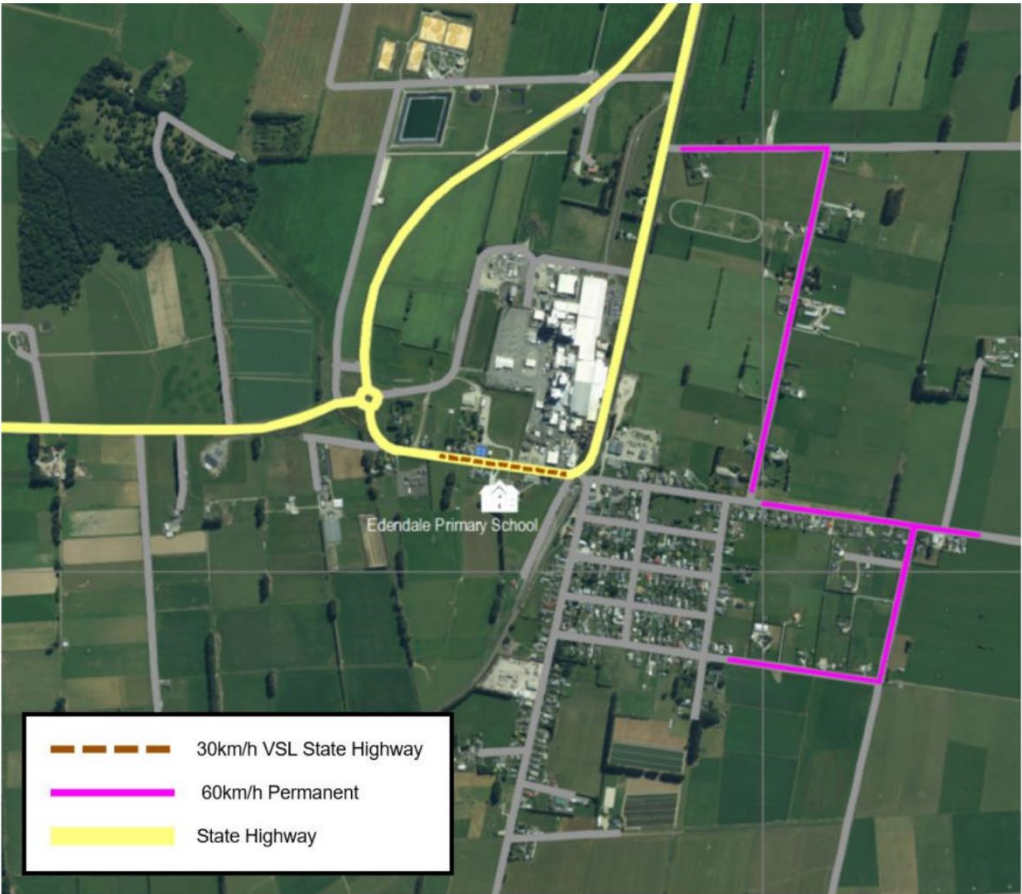


Figure 42 Proposed speed limit changes for Edendale

Colac Bay / Ōraka

The existing and proposed speed limits for Colac Bay / Ōraka are explained in Table 43. The proposed speed limits are shown in Figure 43.

Table 43 Existing and proposed speed limits for Colac Bay / Ōraka

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Drury Street East	37	70	50	We propose 50km/h for these roads. These roads in Colac Bay are legally 70km/h, however, are not actually posted when moving from the 50km/h zone on Colac Bay Road. The roads are in a residential environment, have footpaths, and the average speeds that people are travelling already under 50km/h. A 50km/h speed limit is more suited to the environment of these roads.
Drury Street West	39			
Manuka Street	12			
Pandora Street	39			
Oraka Place	N/A			
Wild Court	38			
Bungalow Hill Road	28		50	We propose a 50km/h speed limit on Bungalow Hill Road. This narrow road is residential in nature and leads to a slower environment near the beach. 50km/h is more suited to the current layout of the road.



Figure 43 Proposed speed limit changes for Colac Bay / Ōraka

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Mair Road (Curio Bay)

The existing and proposed speed limits for Mair Road are explained in Table 44. The proposed speed limit is shown in Figure 44.

Table 44 Existing and proposed speed limits for Mair Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Mair Road	16	70	60	We propose a 60km/h speed limit on Mair Road. This is an unsealed road with a Safe and Appropriate Speed of 60km/h.



Figure 44 Proposed speed limit changes for Mair Road

Ohai Clifden Highway

The existing and proposed speed limits for Ohai Clifden Highway are explained in Table 45. The proposed speed limit is shown in Figure 45.

Table 45 Existing and proposed speed limits for Ohai Clifden Highway

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ohai Clifden Highway	75	70	60	We propose that the posted speed limit on this section of Ohai Clifden Highway be reduced from 70km/h to 60km/h. This section of the road runs through Orawia and is a ‘Peri-urban Road’ with a Safe and Appropriate Speed of 60km/h.

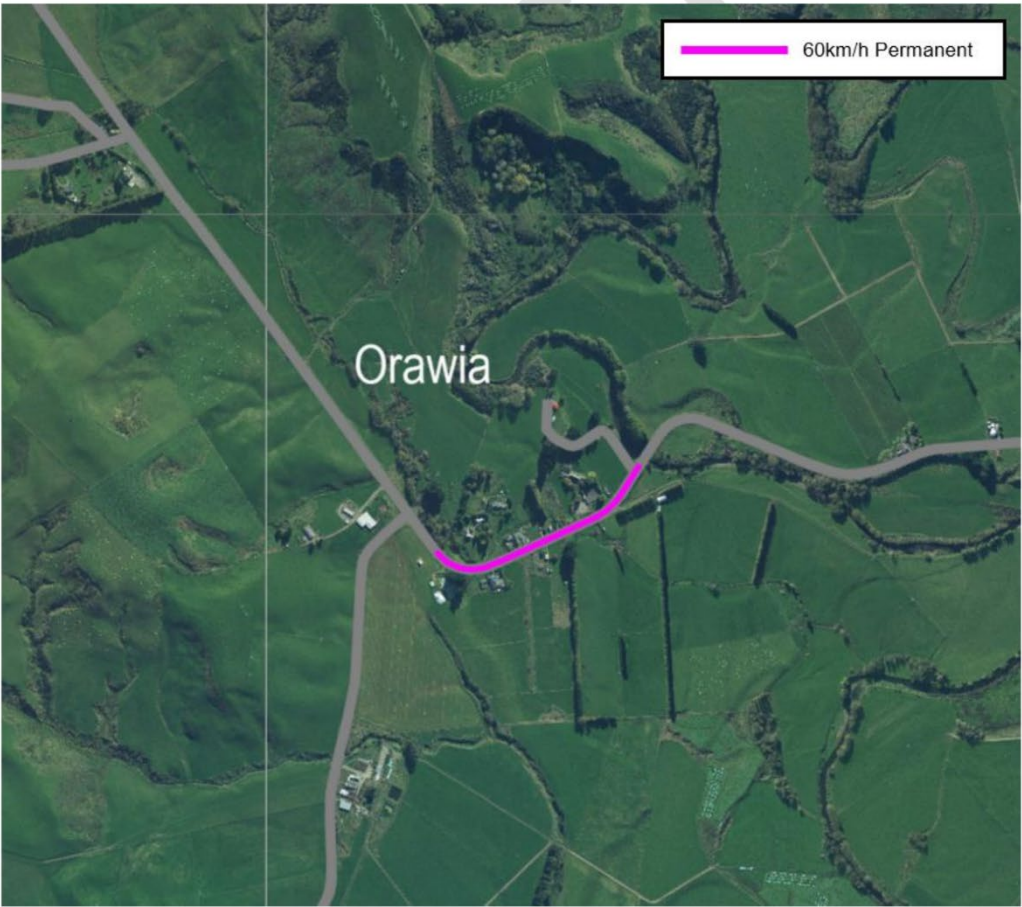


Figure 45 Proposed speed limit changes for Ohai Clifden Highway

Holmes Street

The Safe and Appropriate speed for the stretch of Holmes Street that is currently 70km/h is currently 30km/h, as it is classified as a 'Local Street'. The current environment of this stretch of road looks to be a 'Peri-urban Road', hence should have a Safe and Appropriate Speed of 80km/h. Therefore, the existing speed limit of 70km/h is safe and appropriate and will remain as it is.

Winton - Gerrard Place, Gerrard Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for these two roads, so the existing 70km/h speed limit is acceptable to remain.

Dipton Castlerock Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for this road, so the existing 70km/h speed limit is acceptable to remain.

Branxholme Makarewa Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 70km/h for this road, so the existing 70km/h speed limit is acceptable to remain.



Addendum to the Draft Speed Management Plan

2024-2027

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Purpose and background

This addendum expands our proposals for the speed limits on surrounding streets of schools within Southland District Council’s draft Speed Management Plan 2024-2027 (the ‘draft SMP’) to include two additional schools:

- Te Anau School; and
- Fiordland College.

A proposal for changes to speed limits around these schools was omitted from the draft SMP endorsed by Council for public consultation on 4 October 2023.

We would like your feedback on the additional proposal for changes speed limits on roads around Te Anau School and Fiordland College which are set out below.

This proposal is intended to be included within the ‘Schools’ subsection of the ‘Proposed speed management measures and their rationale’ section of the final Speed Management Plan 2024-2027.

For further information in relation to Council’s broader approach to speed management and schools please refer to the draft SMP.

Additional proposal details

Te Anau School and Fiordland College

The existing and proposed speed limits for Te Anau School and Fiordland College are explained in Table 1. The proposed speed limits are shown in Figure 1.

Table 1: Existing and proposed speed limits for Te Anau School and Fiordland College.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Bligh Street	35	30	30 permanent	We are proposing a small extension of the existing permanent 30km/h through the Te Anau town centre to include more of the walking catchment from Te Anau School. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently. This speed proposal ties in nicely with the existing slower speeds in the town centre, while further encouraging slower speeds around this area.
Howden Street	36	50	30 variable speed limit (VSL)	We propose a 30km/h VSL on Howden Street and Tom Plato Drive to capture the main entrance to Fiordland College on Howden Street, as well as the side access to the school field on Tom Plato Drive. It also captures the zebra crossing on Howden Street where a lot of people will be crossing. This VSL will tie nicely and align with the 30km/h VSL proposed by Waka Kotahi on State Highway 96 by creating a zone effect through the area.
Tom Plato Drive	N/A	50	30 VSL	

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 96	42-55	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 1: Proposed speed limit changes for Te Anau School and Fiordland School.



Draft Speed Management Plan

2024 - 2027

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Table of Contents

Introduction and background	4
Purpose of this document	4
What is the Council proposing?	4
Why is the Council considering reducing speed limits?	4
Our approach to speed management	5
Schools	5
State Highways	5
What else?	6
Policies and objectives	6
Proposed speed management measures and their rationale	7
Schools	7
Aparima College and Riverton Primary School (Riverton/Aparima)	7
Balfour School	9
Central Southland School, Winton School, and St. Thomas School (Winton)	10
Dipton School	12
Drummond Primary School	13
Edendale Primary School	14
Garston School	15
Gorge Road School	16
Halfmoon Bay School (Stewart Island)	17
Hauroko Valley Primary School	18
Heddon Bush School	19
Hedgehope School	20
Hillside Primary School	21
Limehills School	22
Lochiel School	23
Menzies College and Wyndham Primary School (Wyndham)	25
Mararoa School	26
Mossburn School	27
Northern Southland College and Lumsden School (Lumsden)	28
Otautau School	29
Rimu Full Primary School	31
Riversdale School	32
Takitimu Primary School and St. Patrick's School (Nightcaps)	33
Te Anau School and Fiordland College	35
Te Tipua School	37
Thornbury School	39
Tokanui School	40
Tuturau Primary School	41
Waianiwa School	42
Waiau Area School (Tuatapere)	43
Waikaia School	45
Wallacetown School	46
Woodlands Full Primary School	48
Additional roads	49

Draft Speed Management Plan

Waikaia	49
Oban – Stewart Island	51
Tuatapere	52
Monowai Village	53
Takutai O Te Titi Marae – Colac Bay	54
Boundary Roads	55
Crowe Road	55
Orion Road East and Pomona Road East	57
Kennington-Waimatua Road and Moto Rimu Road	58
70km/h roads	60
Edendale	60
Colac Bay / Ōraka	62
Mair Road (Curio Bay)	64
Ohai Clifden Highway	65
Holmes Street	66
Winton - Gerrard Place, Gerrard Road	66
Dipton Castlerock Road	66
Bransholme Makarewa Road	66

Document Revision

Date	Amendment	Amended by	Approved by	Approval date

Introduction and background

Purpose of this document

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. Southland District Council (Council) is the RCA responsible for roads within the Southland District (the District) and the purpose of this Speed Management Plan is to present Council's initial vision and approach to the management of speed within the District to ensure safety is given appropriate consideration amongst other relevant factors.

Between 2024 and 2027, Council will implement the proposed speed limit changes detailed in this document. During this period Council plans to explore with the community how the District can approach implementing safer speeds more widely to inform development of the next Speed Management Plan (scheduled for 2027-2030).

This plan also outlines the proposed speed management plan strategy, guiding principles, and how it aligns to proposals from Waka Kotahi.

What is the Council proposing?

Under this plan, Council is primarily focused on implementing safer and more appropriate speeds on the roads around schools, along with additional areas previously identified within the community and boundary roads. More specifically:

- All schools within the District have been included in this document. Some of these are located on State Highways, which are controlled by Waka Kotahi rather than Council. We do not have control of the speeds on these roads, which form part of Waka Kotahi's Interim State Highway Speed Management Plan 2023-2024; however, they are shown for completeness.
- Speed limits of either 30km/h or 60km/h will be implemented outside of schools on District roads. This has been determined based on the classification of each school's categorisation under the Rule.
- These speed limits will either be permanent speed limits, which apply at all times, or as a variable speed limit (VSL) which only apply around times of activity near schools, around the beginning and end of the school day.
- Additional areas, where speed limits have been identified as an issue within our communities, have been assessed on a case-by-case basis.
- Safer speed limits have been proposed around Takutai O Te Titi Marae in Colac Bay.
- Aligning the speed limits on boundary roads that Council share with Invercargill City Council.
- Identification of roads where the current speed limit is 70km/h and either setting a different speed limit or providing an explanation why the current 70km/h speed limit should be retained in accordance with requirements under the rule.

Full details of the changes are described later in this document.

Why is the Council considering reducing speed limits?

Reducing speed limits around areas such as schools, or in neighbourhoods, is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of

pedestrians, people will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when accidents do happen. All these things are in alignment not only with Council's strategic planning for transport, but also with the Government's road safety strategy. Council currently see this as an important priority.

The outcome from this document feeds into the Council's Transport Activity Management Plan and in turn Council's Long Term Plan.

The Government's Road to Zero road safety strategy originally set a target for at least 40% of all schools to be covered by a slower speed limit by 30 June 2024, and all schools to be covered by a slower speed by 31st December 2027, this timeline has since been removed by amendments to the Rule made in December 2023, which revised the timing of reductions to when speed limits around schools are set by Council. Council is using this Speed Management Plan to reduce speed limits around all schools within Southland District, excluding schools within the jurisdiction of Waka Kotahi, quicker than the Government's previous deadlines as our children are amongst the most vulnerable.

Since the final review of the Speed Limits Bylaw, several other locations have been identified where existing speed limits present a safety concern within our communities, speed limit changes have been proposed to help address these.

Our approach to speed management

Schools

It is now required by law for schools to have a lower speed limit when setting speed limits on surrounding streets.

- The maximum speed limit for roads around category 1 schools is 30 km/h, either as a permanent or as a variable speed limit (VSL). A variable speed limit is one that applies at the start and end of the school day and reverts to the ordinary speed limit at all other times.
- We have designated some schools as "category 2", because they have limited numbers of pedestrian movements associated with the school, or because they have a separate access for dropping off/picking up school children with lower direct interactions with traffic. These schools are also typically in higher speed environments (70-100km/h).
- For these category 2 schools, the proposed speed limit will be a reduction to a maximum speed limit of 60km/h, either permanently or as a variable speed limit.

When reviewing speed limits around schools, a consistent approach has been used to determine the start and end points of the reduced speed school zone. These have been proposed to align with the Speed Management Guide published by Waka Kotahi, while also considering the current look and feel of the road, and the intended purpose of the road.

For this plan, a 'less is more' approach has been taken for most schools, where the speed limits capture the immediate streets surrounding the schools where it is clear to road users as to why a reduced speed is required. It is important to note that while the specific speed limit is strictly regulated and difficult to change, Council has more discretion around the size of the school zone; which communities have had greater opportunity to influence during consultation stages.

State Highways

State Highway speeds are controlled by Waka Kotahi. Communication with Waka Kotahi is necessary to ensure speeds are consistent through the network. As the opportunity arises, Council does, and will

continue to engage with Waka Kotahi on integration of speed management between State Highway and District roads.

What else?

Council will review and update the Speed Management Plan every three years, which ensures that the performance of the implemented speeds is assessed. It also allows us to adjust as our approach as the District changes and grows, responding to new issues or opportunities as they arise.

Although this Speed Management Plan mainly covers speed limits around schools and some specific areas, there are many more speed related conversations to be had. Over the next three years between 2024 and 2027, we will begin to have conversations with stakeholders and the community on speed limits and other supporting speed management activities.

These conversations will help inform our approach when developing future speed management plans for the District and will focus around the following areas:

- Roads in urban areas and neighbourhoods, such as in central townships, and near retirement villages, recreational facilities and early childhood centres, etc., have high volumes of pedestrians, so Council will consider how to create a safer road network where residents are encouraged and enabled to walk and cycle.
- Speed limits on rural roads have historically been highly influenced by speed, mobility, and economic factors. Many rural 100 km/h roads in the District were not designed as high-speed roads, and usage on these has evolved, seeing larger volumes of traffic than ever before. Although there are few pedestrians present on these roads, drivers and passengers become increasingly vulnerable when driving at these high speeds.

Council must now consider how it will begin transitioning to speed limits which reflect the type of road and environment. The safety benefits of slower speeds will need to have increased significance in this process alongside consideration of other speed management activities.

Aside from the specific speed limit changes detailed elsewhere within this document, Council is not currently proposing any other changes to speed limits of urban or rural District roads for the period covered by this document (between 2024 and 2027).

Policies and objectives

The goal of the Speed Management Plan will be to create a safe and efficient road network that balances the needs of all road users while minimising the risk of crashes and fatalities. Overall, a Speed Management Plan can help improve road safety, build community engagement, use resources effectively, increase compliance with speed limits, and have a positive impact on the environment.

The following principles have been used to guide the development of speed limits.

- Take a holistic approach to speed management, which in addition to using different activities to manage speed but also identifying and assessing the relevant underlying factors which determine which activities are appropriate for the District and the extent that they are applied.
- Use industry guidance as a starting point to assessing speed limits of District roads. We have used the new Road to Zero edition of the Speed Management Guide to help identify what speed limits are safe and appropriate for the Southland District, and this has formed the starting basis for our discussion proposals.

- Give appropriate consideration and weight to the human aspects of speed management. Slower speed limits around schools are about making these environments safer for pedestrians. We think we should balance the inconvenience for some motorists of a slower speed against the benefits of a slower speed environment for people walking or cycling.
- Consider how roads and the surrounding area are used or intended to be used. For proposed changes for schools, the majority of changes within this document, we've identified the streets that are used by people getting to and from school, to work out where there should be slower speed limits. In some cases, there are side streets which provide access to the school, and we need to consider slower speed limits on these roads too.
- Use permanent speed limits for side streets, and variable speed limits for main routes. In most cases, where a school is accessed from a main route, we've used a variable speed limit that operates at the start and end of the school day. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics. Where a slower speed limit has been proposed on a main road and an adjacent side road, a variable speed limit has been used for both for consistency purposes.

Proposed speed management measures and their rationale

Schools

Aparima College and Riverton Primary School (Riverton/Aparima)

The existing and proposed speed limits for Aparima College and Riverton Primary School are explained in Table 1. The proposed speed limits are shown in Figure 1.

Table 1: Existing and proposed speed limits for Aparima College and Riverton Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leader Street	19	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The 30km/h zone extends further southeast towards the beach to capture the access to the beach and other recreational activities, where there are more pedestrians present. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Princess Street	26-32			
Napier Street	24			
Ngarimu Street	28			
Carrol Street	29			
Pomare Street	N/A			

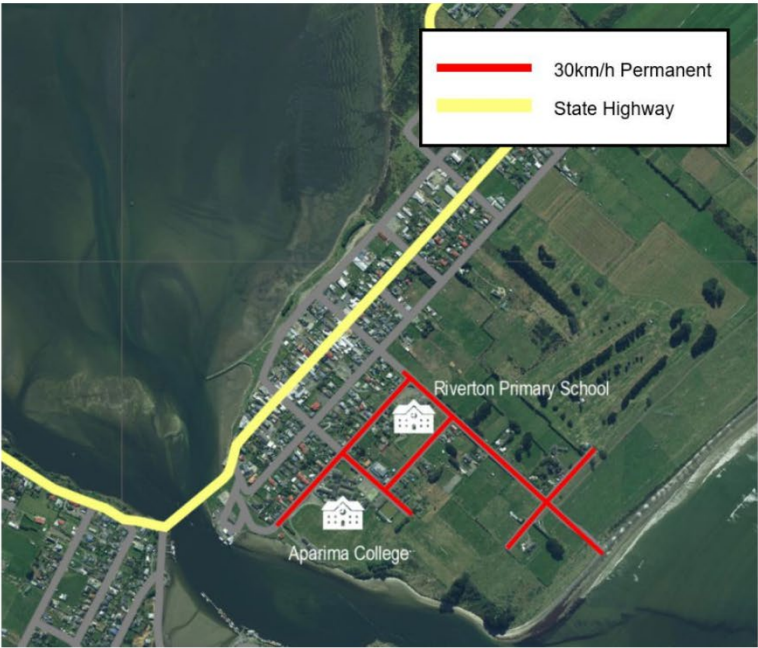


Figure 1: Proposed speed limit changes for Aparima College and Riverton Primary School.

Balfour School

The existing and proposed speed limits for Balfour School are explained in Table 2. The proposed speed limits are shown in Figure 2.

Table 2: Existing and proposed speed limits for Balfour School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Queen Street	54	50	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Queen Street are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 2: Proposed speed limit changes for Balfour School.

Central Southland School, Winton School, and St. Thomas School (Winton)

The existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School are explained in Table 3. The proposed speed limits are shown in *Figure 3*.

Table 3: Existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Grange Street	24	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently. The 30km/h zone runs further south to extend past the school bus stop access on Mackenzie Street.
Mackenzie Street	29			
State Highway 6	53		30 VSL	This speed limit is on the State Highway and therefore under control of Waka Kotahi. The extent shown is indicative only based on what was consulted on in December 2022 by Waka Kotahi which is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Clyde Street	22		30 VSL	We are proposing a 30km/h VSL on Clyde Street and Eglinton Street to align with the 30km/h VSL proposed by Waka Kotahi on State Highway 6.
Eglinton Street	27			
Church Street	17		30 permanent	We are proposing a permanent 30km/h speed limit on Church Street where there will be a high volume of pedestrians and there is a pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

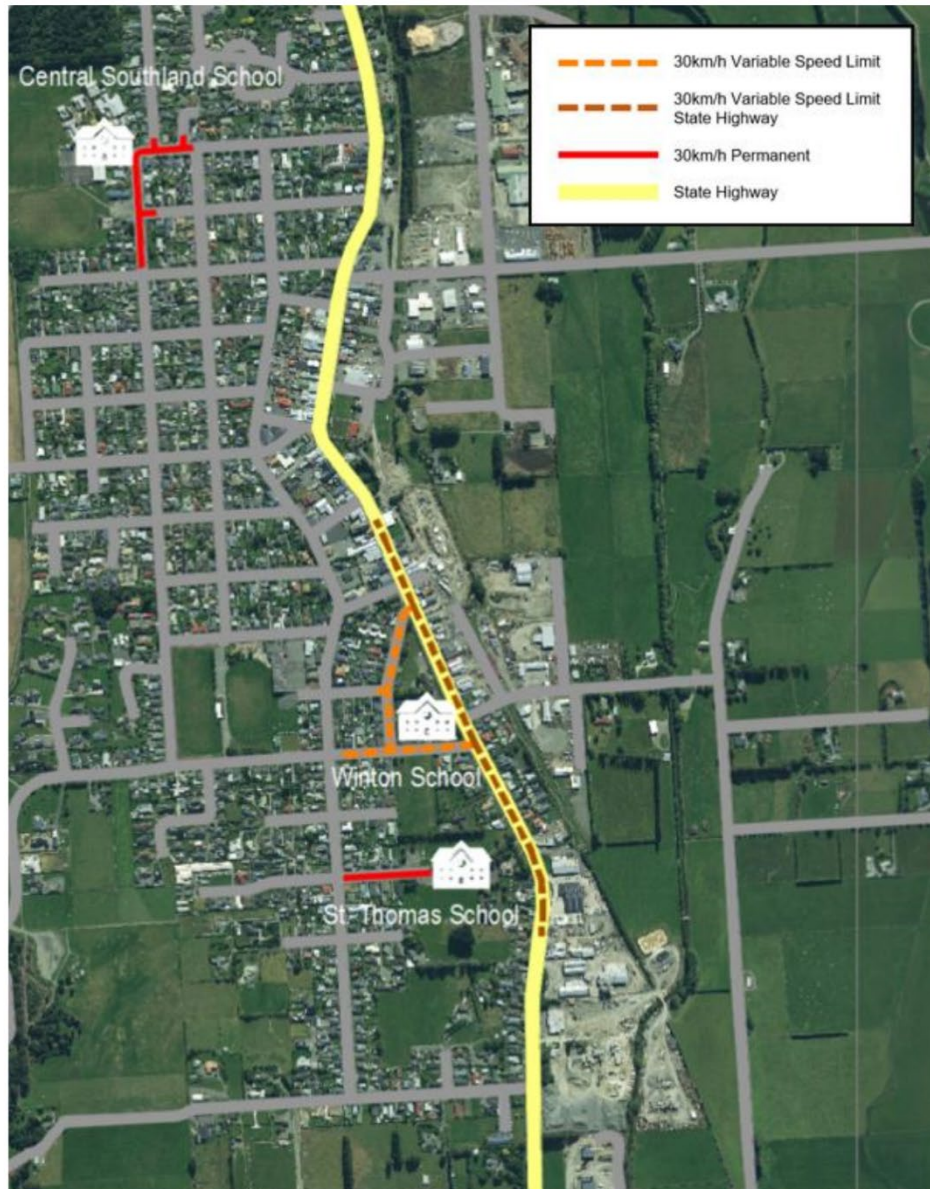


Figure 3: Proposed speed limit changes for Central Southland School, Winton School, and St. Thomas School

Dipton School

The existing and proposed speed limits for Dipton School are explained in Table 4. The proposed speed limits are shown in Figure 4.

Table 4: Existing and proposed speed limits for Dipton School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
George Street	36	60	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on James Street and South Hillend-Dipton Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
James Street	51			
South Hillend-Dipton Road	49			



Figure 4: Proposed speed limit changes for Dipton School.

Drummond Primary School

The existing and proposed speed limits for Drummond Primary School are explained in Table 5. The proposed speed limits are shown in Figure 5.

Table 5: Existing and proposed speed limits for Drummond Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Domain Road	38	80	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Boundary Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. This captures both accesses to the school on Boundary Road and Domain Road.
Boundary Road	84			

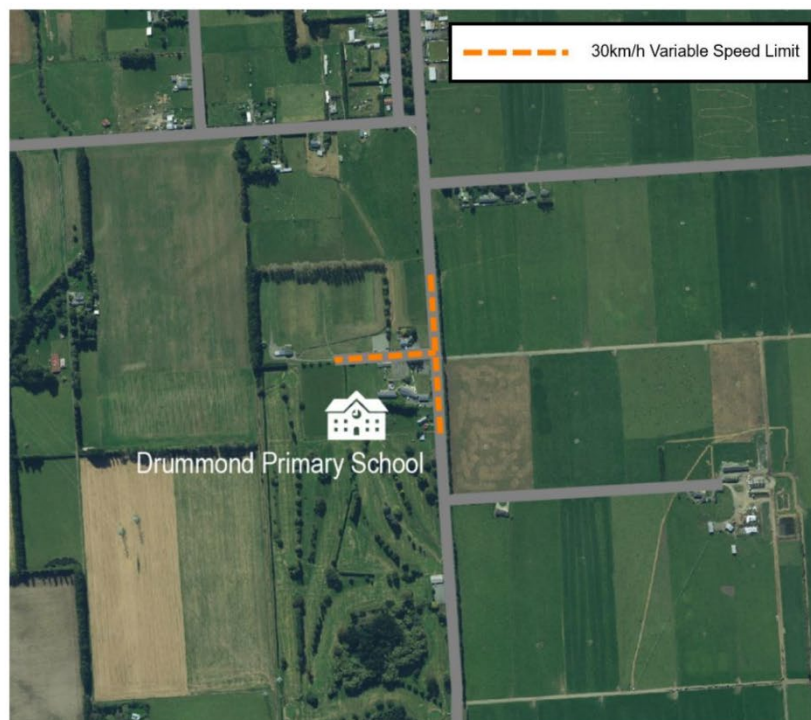


Figure 5: Proposed speed limit changes for Drummond Primary School.

Edendale Primary School

The existing and proposed speed limits for Edendale Primary School are explained in Table 6. The proposed speed limits are shown in Figure 6.

Table 6: Existing and proposed speed limits for Edendale Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Salford Street	50	50	30 VSL	This speed limit is on the old State Highway. With control of the road yet to be handed to Council, Waka Kotahi is therefore responsible for the proposal for this school. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness. This road is anticipated to transition to Council during the next 3 years.



Figure 6: Proposed speed limit changes for Edendale Primary School.

Garston School

The existing and proposed speed limits for Garston School are explained in Table 7. The proposed speed limits are shown in Figure 7.

Table 7: Existing and proposed speed limits for Garston School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 6	88	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 7: Proposed speed limit changes for Garston School.

Gorge Road School

The existing and proposed speed limits for Gorge Road School are explained in Table 8. The proposed speed limits are shown in Figure 8.

Table 8: Existing and proposed speed limits for Gorge Road School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Factory Road	15	60	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Tokanui-Gorge Road Highway are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Tokanui-Gorge Road Highway	71			



Figure 8: Proposed speed limit changes for Gorge Road School.

Halfmoon Bay School (Stewart Island)

The existing and proposed speed limits for Halfmoon Bay School are explained in Table 9. The proposed speed limits are shown in Figure 9.

Table 9: Existing and proposed speed limits for Halfmoon Bay School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	Unknown	50	30 permanent	<p>We are proposing a permanent 30km/h speed limit around the surrounding streets of Halfmoon Bay School where there will be a high volume of pedestrians and the pick-up/drop-off area.</p> <p>This not only increases safety for school children, but also for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). The road environment through these streets will support the 30km/h permanent speed limit.</p>
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 9: Proposed speed limit changes for Halfmoon Bay School.

Hauroko Valley Primary School

The existing and proposed speed limits for Hauroko Valley Primary School are explained in Table 10. The proposed speed limits are shown in Figure 10.

Table 10: Existing and proposed speed limits for Hauroko Valley Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 99	99	100	60VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 10: Proposed speed limit changes for Hauroko Valley Primary School.

Heddon Bush School

The existing and proposed speed limits for Heddon Bush School are explained in Table 11. The proposed speed limits are shown in Figure 11.

Table 11: Existing and proposed speed limits for Heddon Bush School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Hall Road	17	100	60 permanent	We are proposing a permanent 60km/h speed limit on Hall Road and Shaw Trees Road where the entrances to the school are. The average speed that people are travelling on these streets is already less than 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Shaw Trees Road	20			

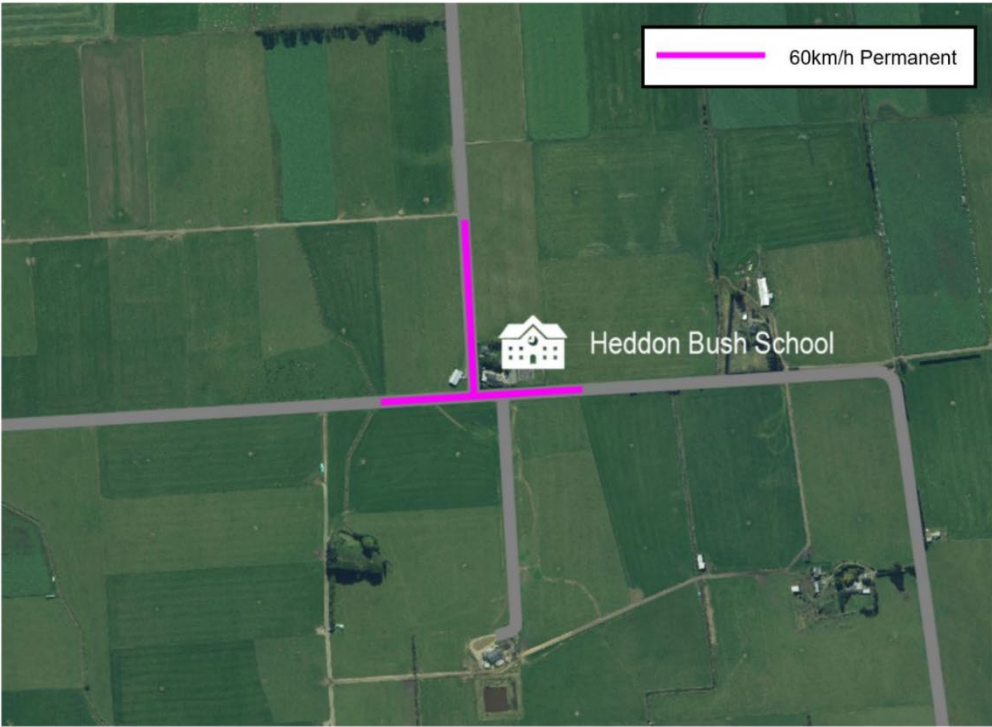


Figure 11: Proposed speed limit changes for Heddon Bush School.

Hedgehope School

The existing and proposed speed limits for Hedgehope School are explained in Table 12. The proposed speed limits are shown in Figure 12.

Table 12: Existing and proposed speed limits for Hedgehope School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway	91	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

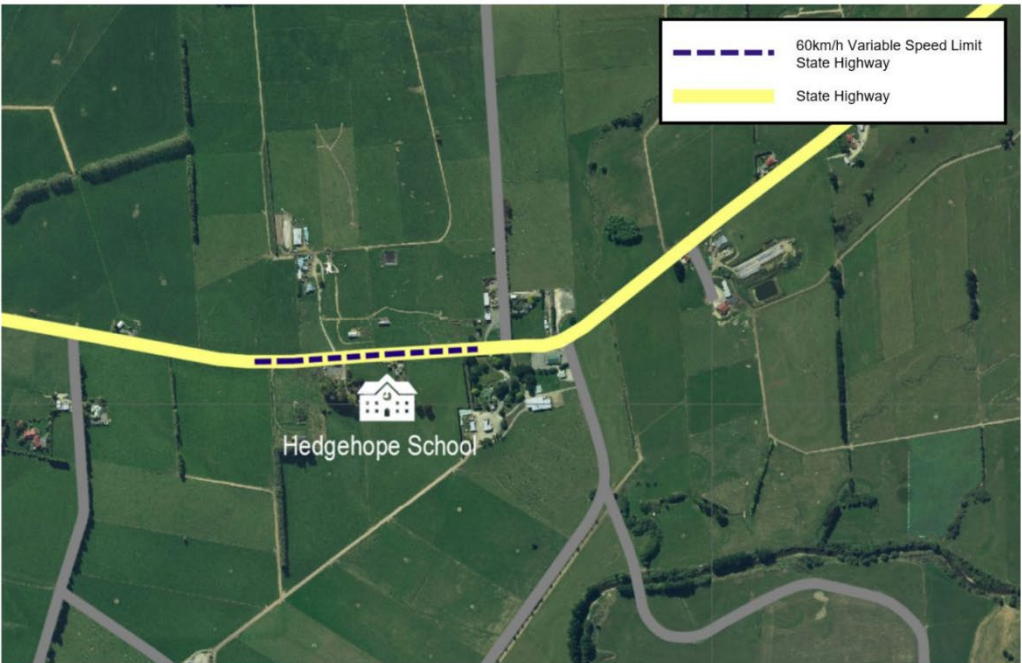


Figure 12: Proposed speed limit changes for Hedgehope School.

Hillside Primary School

The existing and proposed speed limits for Hillside Primary School are explained in Table 13. The proposed speed limits are shown in Figure 13.

Table 13: Existing and proposed speed limits for Hillside Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
McCaughan Street	32	60	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the school where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.

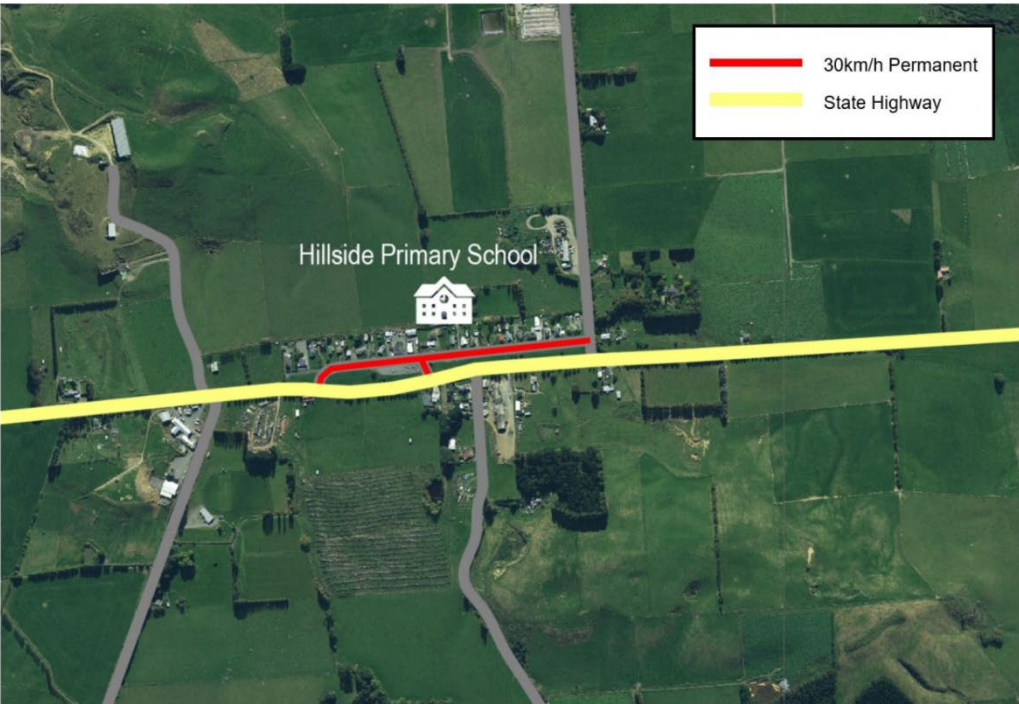


Figure 13: Proposed speed limit changes for Hillside Primary School.

Limehills School

The existing and proposed speed limits for Limehills School are explained in Table 14. The proposed speed limits are shown in Figure 14.

Table 14: Existing and proposed speed limits for Limehills School.

Roads	Average operating speed (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Derby Road	28	60	30 permanent	We are proposing a permanent 30km/h speed limit on Derby Road and Pisa Road where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pisa Road	18			

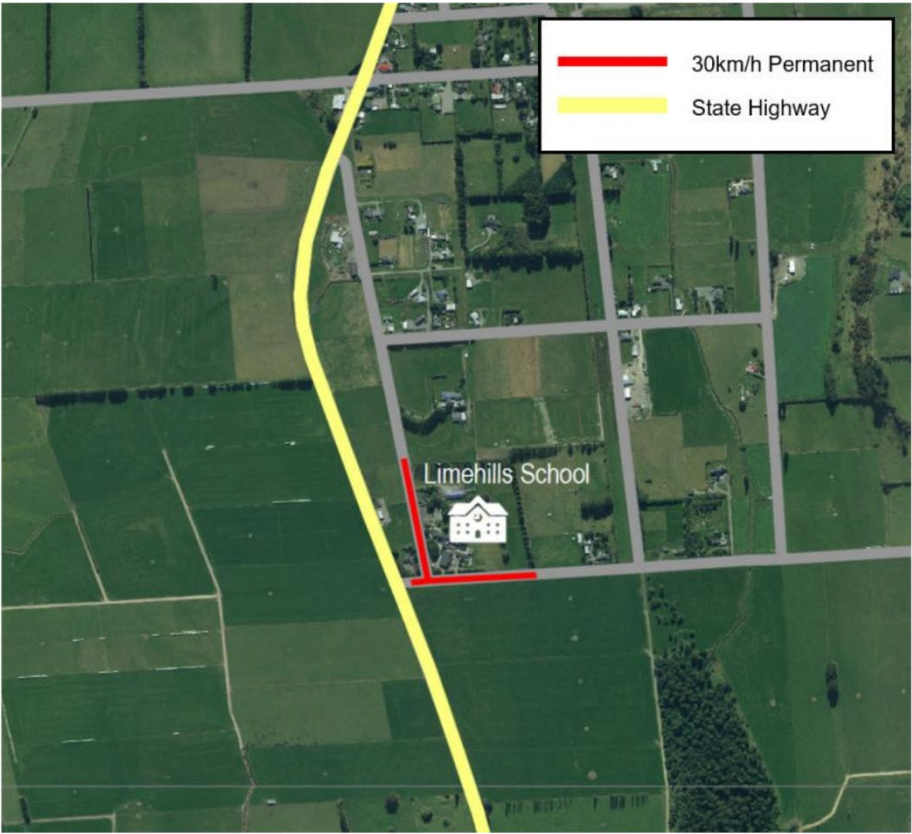


Figure 14: Proposed speed limit changes for Northern Southland School and Limehills School.

Lochiel School

The existing and proposed speed limits for Lochiel School are explained in Table 15. The proposed speed limits are shown in Figure 15.

Table 15: Existing and proposed speed limits for Lochiel School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Lochiel Bridge Road	69	80	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling at on Lochiel Bridge Road are quite high. The VSL can support safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The speed on Smith Road is already 60km/h so will align with the 60km/h VSL on Lochiel Bridge Road.



Figure 15: Proposed speed limit changes for Lochiel School

Menzies College and Wyndham Primary School (Wyndham)

The existing and proposed speed limits for Menzies College and Wyndham Primary School are explained in Table 16. The proposed speed limits are shown in Figure 16.

Table 16: Existing and proposed speed limits for Menzies College and Wyndham Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Florence Street	21-29	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Alma Street	16-25			
Raglan Street	26			

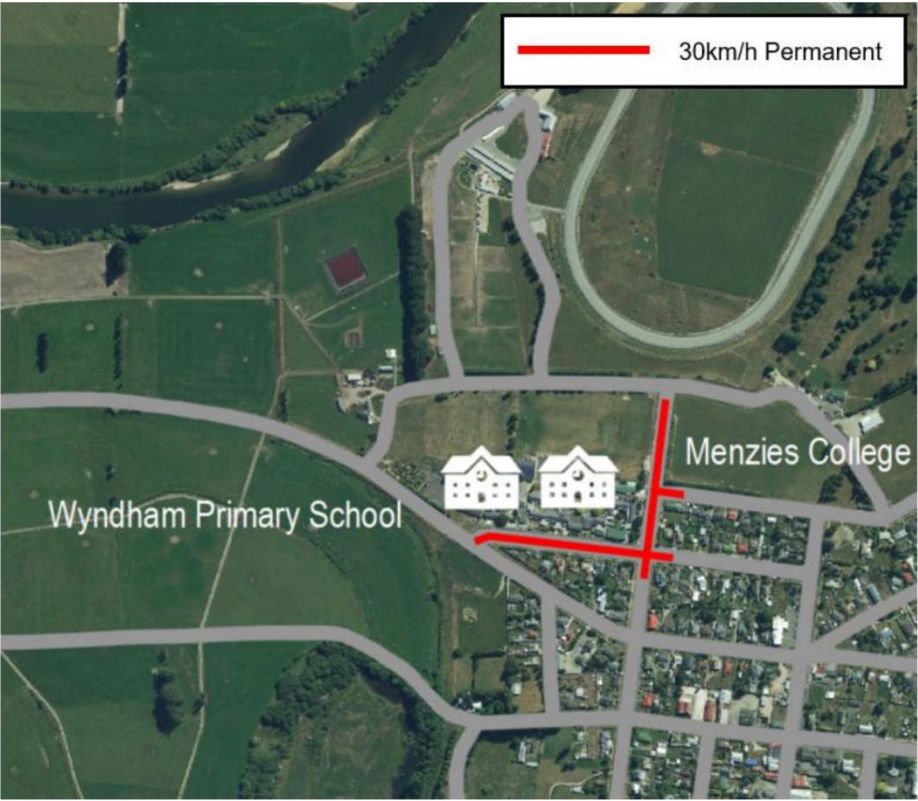


Figure 16: Proposed speed limit changes for Menzies College and Wyndham Primary School.

Mararoa School

The existing and proposed speed limits for Mararoa School are explained in Table 17. The proposed speed limits are shown in Figure 17.

Table 17: Existing and proposed speed limits for Mararoa School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 94	94	100	60	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

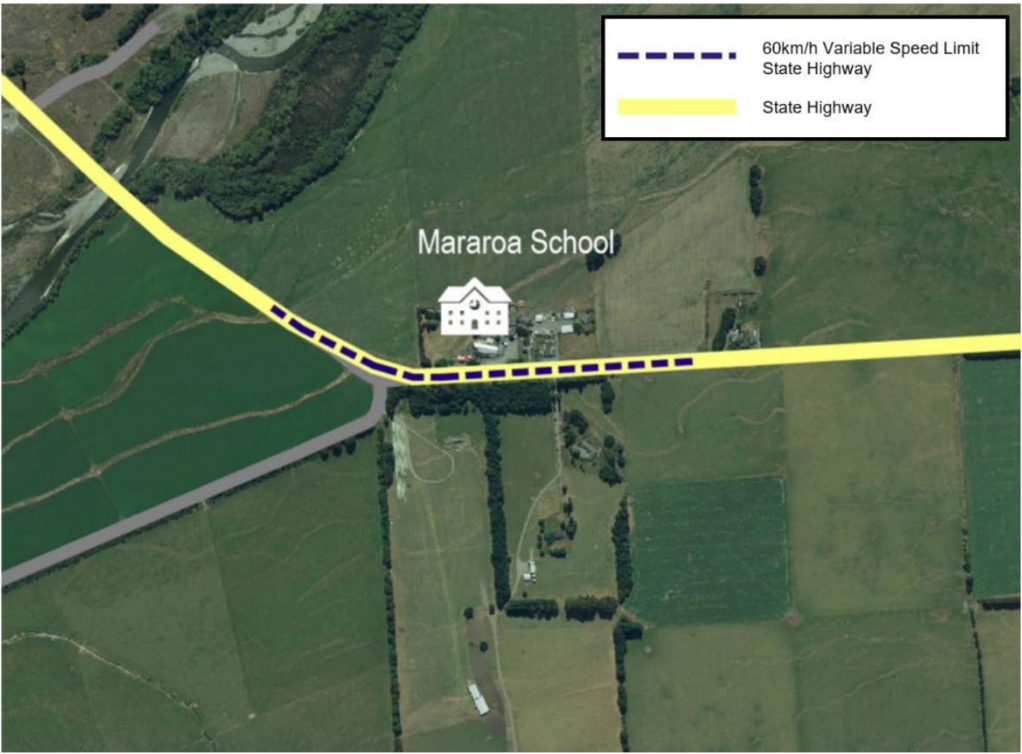


Figure 17: Proposed speed limit changes for Mararoa School.

Mossburn School

The existing and proposed speed limits for Mossburn School are explained in Table 18. The proposed speed limits are shown in Figure 18.

Table 18: Existing and proposed speed limits for Mossburn School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Surrey Street	27	50	30	We are proposing a permanent 30km/h speed limit on Surrey Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.

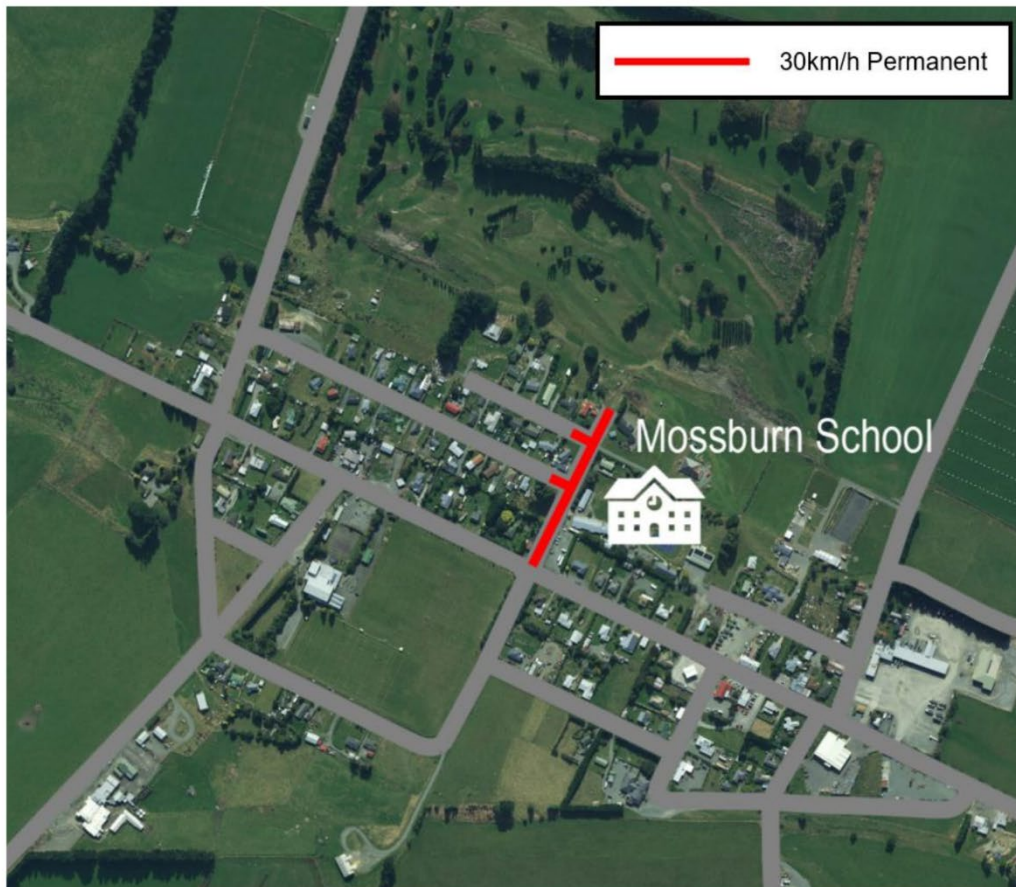


Figure 18: Proposed speed limit changes for Mossburn School.

Northern Southland College and Lumsden School (Lumsden)

The existing and proposed speed limits for Northern Southland School and Lumsden School are explained in Table 19. The proposed speed limits are shown in Figure 19.

Table 19: Existing and proposed speed limits for Northern Southland School and Lumsden School.

Roads	Average operating speeds (km/h)	Existing Speed Limit	Proposed speed limit (km/h)	Rationale
Maria Street	23	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
State Highway 96	65	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 19: Proposed speed limit changes for Northern Southland School and Lumsden School.

Otautau School

The existing and proposed speed limits for Otautau School are explained in Table 20. The proposed speed limits are shown in Figure 20.

Table 20 Existing and proposed speed limits for Otautau School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Macandrew Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on Macandrew Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.
Elles Road	22	50	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times on Elles Road and Main Street. The VSL on Main Street will capture the zebra crossing where there will be kids crossing. The speeds that people are travelling on Main Street are quite high, and having a VSL means we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Main Street	51	50	30 VSL	



Figure 20: Proposed speed limit changes for Otatau School.

Rimu Full Primary School

The existing and proposed speed limits for Rimu Full Primary School are explained in Table 21. The proposed speed limits are shown in Figure 21.

Table 21:Existing and proposed speed limits for Rimu Full Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Rimu Road	93	100	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because speeds that people are travelling on Rimu Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 100km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 21:Proposed speed limit changes for Rimu Full Primary School.

Riversdale School

The existing and proposed speed limits for Riversdale School are explained in Table 22. The proposed speed limits are shown in Figure 22.

Table 22: Existing and proposed speed limits for Riversdale School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kent Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on the streets where there are direct accesses to the school and therefore a high volume of pedestrians. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Hull Street	28			
Rutland Street	27			



Figure 22: Proposed speed limit changes for Riversdale School.

Takitimu Primary School and St. Patrick's School (Nightcaps)

The existing and proposed speed limits for Takitimu Primary School and St. Patrick's School are explained in Table 23. The proposed speed limits are shown in Figure 23.

Table 23: Existing and proposed speed limits for Takitimu Primary School and St. Patrick's School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Evan Street	30	50	30 VSL	We are proposing a 30km/h VSL outside Takitimu School to cover both accesses to the school. We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Wairio Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Wairio Road	55-61	50	30 VSL	
Nightcaps Opio Road	50	50	30 VSL	We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Nightcaps Opio Road to cover the access to the school on this road.
State Highway 96	55-68	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

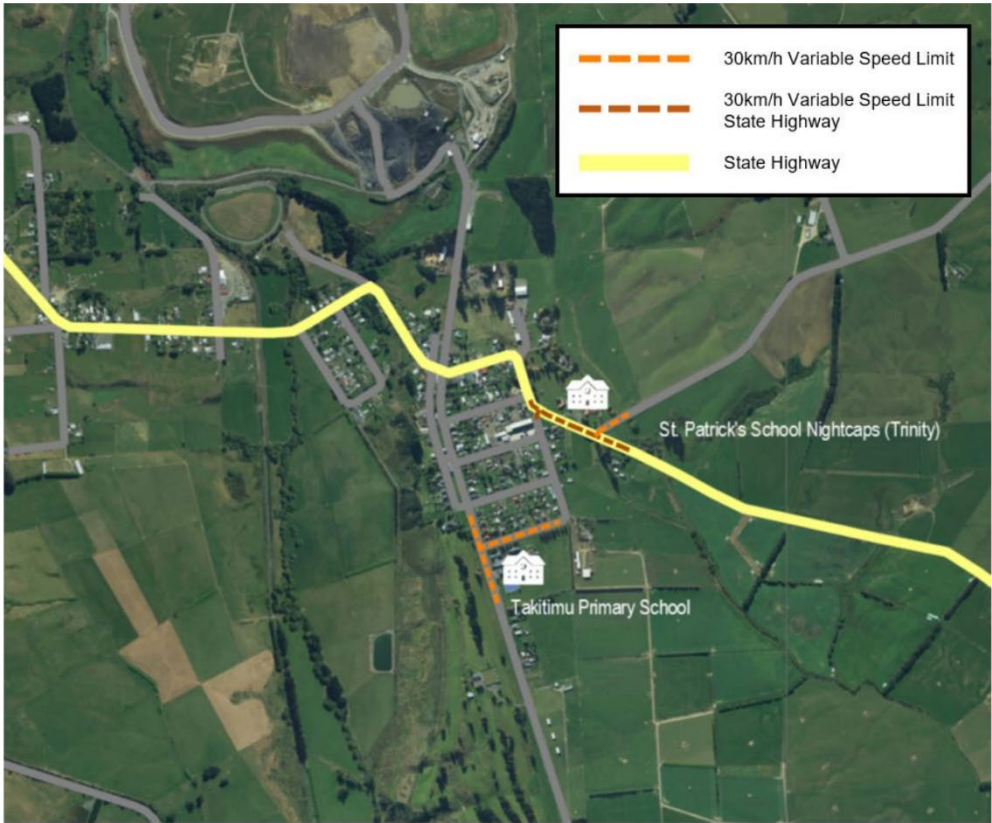


Figure 23: Proposed speed limit changes for Takitimu Primary School and St. Patrick's School.

Te Anau School and Fiordland College

The existing and proposed speed limits for Te Anau School and Fiordland College are explained in Table 24. The proposed speed limits are shown in Figure 24.

Table 24: Existing and proposed speed limits for Te Anau School and Fiordland College

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Bligh Street	35	30	30 permanent	We are proposing a small extension of the existing permanent 30km/h through the Te Anau town centre to include more of the walking catchment from Te Anau School. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently. This speed proposal ties in nicely with the existing slower speeds in the town centre, while further encouraging slower speeds around this area.
Howden Street	36	50	30 VSL	We propose a 30km/h VSL on Howden Street and Tom Plato Drive to capture the main entrance to Fiordland College on Howden Street, as well as the side access to the school field on Tom Plato Drive. It also captures the zebra crossing on Howden Street where a lot of people will be crossing. This VSL will tie nicely and align with the 30km/h VSL proposed by Waka Kotahi on State Highway 96 by creating a zone effect through the area.
Tom Plato Drive	N/A	50	30 VSL	
State Highway 96	42-55	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 24: Proposed speed limit changes for Te Anau School and Fiordland School

Te Tipua School

The existing and proposed speed limits for Te Tipua School are explained in Table 25. The proposed speed limits are shown in Figure 25.

Table 25: Existing and proposed speed limits for Te Tipua School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 96	85	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Te Tipua School Road	46			We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Te Tipua School Road to cover the access to the school on this road and maintaining consistency with the State Highway.

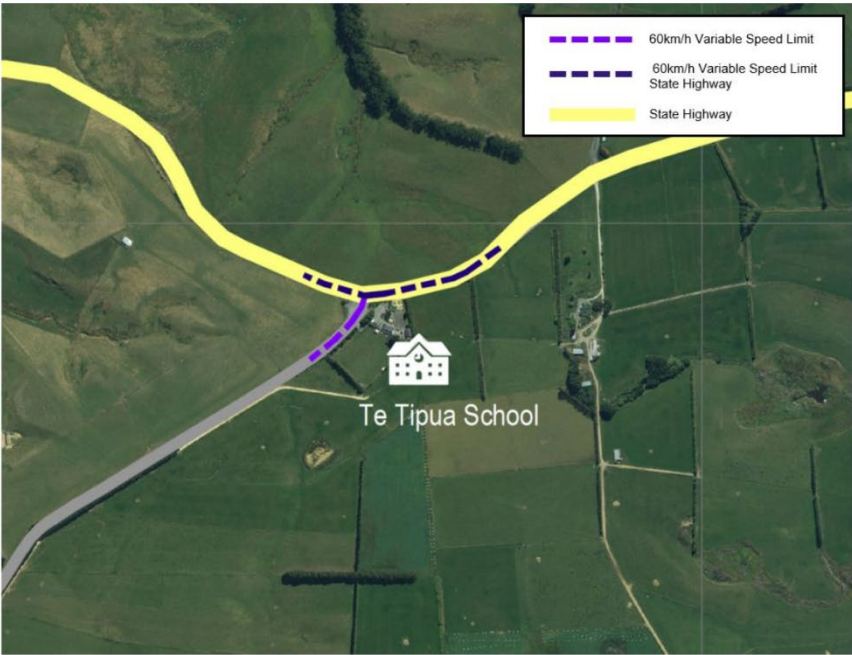


Figure 25: Proposed speed limit changes for Te Tipua School

Thornbury School

The existing and proposed speed limits for Thornbury School are explained in Table 26. The proposed speed limits are shown in Figure 26.

Table 26: Existing and proposed speed limits for Thornbury School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Muriel Street	36	50	30 permanent	We are proposing a permanent 30km/h speed limit on Muriel Street and Murchie Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Murchie Street	39			



Figure 26: Proposed speed limit changes for Thornbury School

Tokanui School

The existing and proposed speed limits for Tokanui School are explained in Table 27. The proposed speed limits are shown in Figure 27.

Table 27: Existing and proposed speed limits for Tokanui School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Duncan Street	16	60	30 permanent	We are proposing a permanent 30km/h speed limit on Duncan Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.



Figure 27: Proposed speed limit changes for Tokanui School

Tuturau Primary School

The existing and proposed speed limits for Tuturau Primary School are explained in Table 28. The proposed speed limits are shown in Figure 28.

Table 28: Existing and proposed speed limits for Tuturau Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Shanks Road	34	100	30 permanent	We are proposing a permanent 30km/h speed limit on Shanks Road which covers the area where children will be crossing the road to the parked cars. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

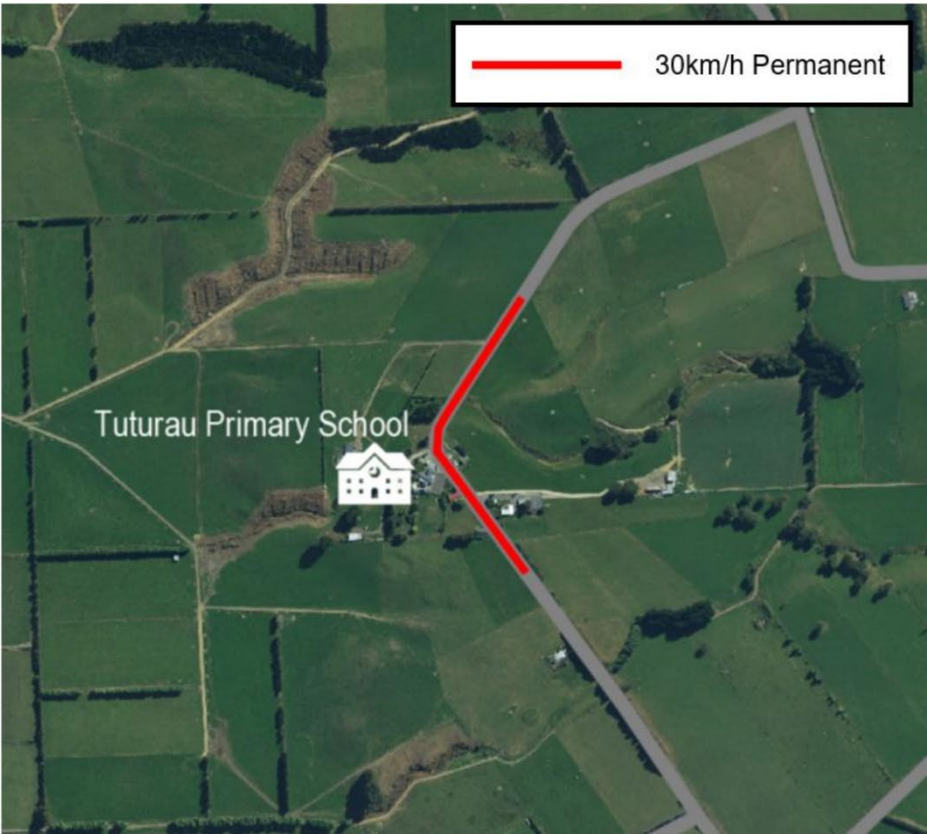


Figure 28: Proposed speed limit changes for Tuturau Primary School

Waianiwa School

The existing and proposed speed limits for Waianiwa School are explained in Table 29. The proposed speed limits are shown in Figure 29.

Table 29: Existing and proposed speed limits for Waianiwa School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Argyle Otahuti Road	74	60	30 VSL	We are proposing a VSL on Argyle Otahuti Road and Waianiwa Oporo Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on these roads are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Waianiwa Oporo Road	51			



Figure 29: Proposed speed limit changes for Waianiwa School

Waiau Area School (Tuatapere)

The existing and proposed speed limits for Waiau Area School are explained in Table 30. The proposed speed limits are shown in Figure 30.

Table 30: Existing and proposed speed limits for Waiau Area School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orawia Road	55	50	30 VSL	The average speed that people are driving along this stretch is 55km/h, which is above the speed limit. Therefore it is unlikely that drivers will comply with a permanent drop in speed without infrastructure. Instead, a variable speed limit (VSL) is proposed to lower the speed limit to 30km/h during school pick-up and drop-off times only. This way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. Birch Street has another access to the school. There is a 30km/h VSL proposed on this road as well to keep the consistency with Orawia Road.
Birch Street	15	50	30 VSL	

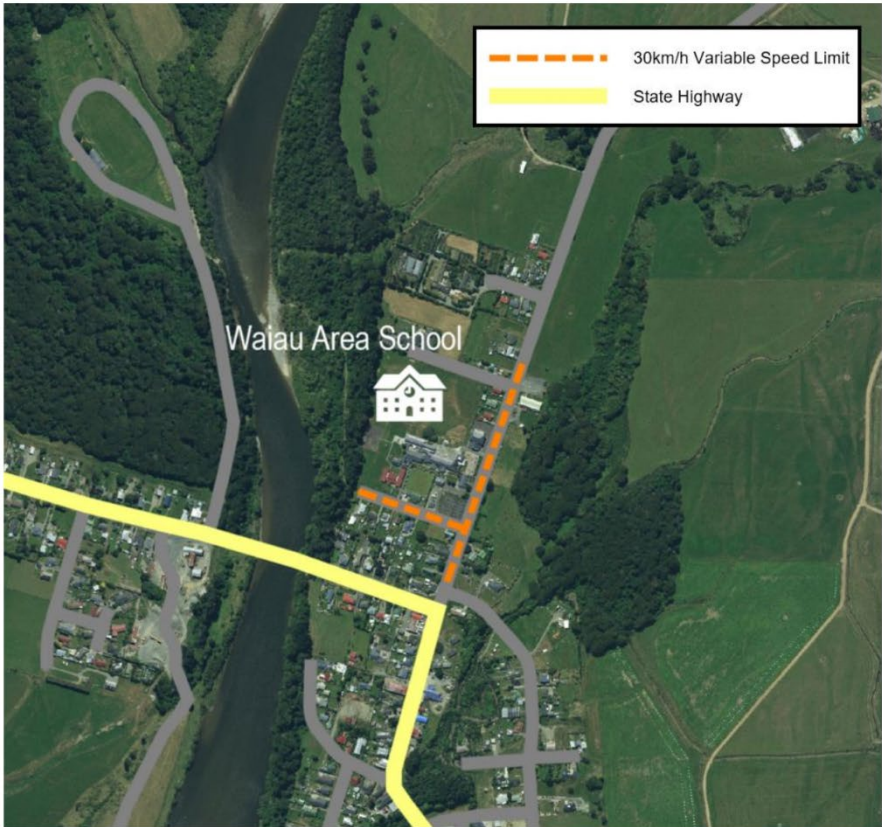


Figure 30: Proposed speed limit changes for Waiau Area School.

Waikaia School

The existing and proposed speed limits for Waikaia School are explained in Table 31. The proposed speed limits are shown in Figure 31.

Table 31: Existing and proposed speed limits for Waikaia School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leamington Street	36	50	30 permanent	We are proposing a permanent 30km/h speed limit on Leamington Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already close to 30km/h, so this proposed speed is anticipated to align with how the road operates currently.



Figure 31: Proposed speed limit changes for Waikaia School.

Wallacetown School

The existing and proposed speed limits for Wallacetown School are explained in Table 32. The proposed speed limits are shown in Figure 32.

Table 32: Existing and proposed speed limits for Wallacetown School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Dunlop Street	47	50	30 VSL	We are proposing a VSL on Dunlop Street that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on Dunlop Street are quite high, and this way, we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The VSL is extended onto Mauchline Street to capture the entrance to the school on this street, and to keep the consistency with the VSL on Dunlop Street.
Mauchline Street	22			



Figure 32: Proposed speed limit changes for Wallacetown School

Woodlands Full Primary School

The existing and proposed speed limits for Woodlands Full Primary School are explained in Table 33. The proposed speed limits are shown in Figure 33.

Table 33: Existing and proposed speed limits for Woodlands Full Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Woodlands Morton Mains Road	53-58	50	30 VSL	We are proposing a VSL on Woodlands Morton Mains Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling are over the safe and appropriate speed, and this way, we can support the safety of people during peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 33: Proposed speed limit changes for Woodlands Full Primary School.

Additional roads

Waikaia

The existing and proposed speed limits for Waikaia are explained in Table 34. The proposed speed limits are shown in Figure 34.

The Waikaia School proposal is included in the map, however, has been addressed in the School section above.

Table 34: Existing and proposed speed limits for Waikawa

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Willington Street	43-52	100	50 permanent	We are proposing to extend the existing 50km/h zones on beyond the bridges on Willington Street and Winding Creek Road so that the location that the speed changes makes sense with the change in environment. The average speed that people are already driving align with the proposed speeds, so compliance is likely.
Winding Creek Road	29-47	100	50 permanent	



Figure 34: Proposed speed limit changes for Waikanae

Oban – Stewart Island

The existing and proposed speed limits for Oban are explained in Table 35. The proposed speed limits are shown in Figure 35.

The Halfmoon Bay School proposal is included in the map, however, has been addressed in the School section above.

Table 35: Existing and proposed speed limits for Oban.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	N/A	50	30 permanent	We are proposing a 30km/h slow speed zone through Oban to increase safety for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). This also supports slower speeds outside Halfmoon Bay School. The road environment through these streets will support the 30km/h permanent speed limit.
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 35: Proposed speed limit changes for Oban

Tuatapere

The existing and proposed speed limits for Tuatapere are explained in Table 36. The proposed speed limits are shown in Figure 36.

The Waiau Area School proposal is included in the map, however, was addressed above in the School section.

Table 36: Existing and proposed speed limits for Tuatapere

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Papatotara Road	53-62	100	50 permanent	We are proposing to extend the existing 50km/h on Papatotara Road so that the location that the speed changes make sense with the change in environment. The average speed that people are already driving aligns with the proposed speeds, so compliance is likely.

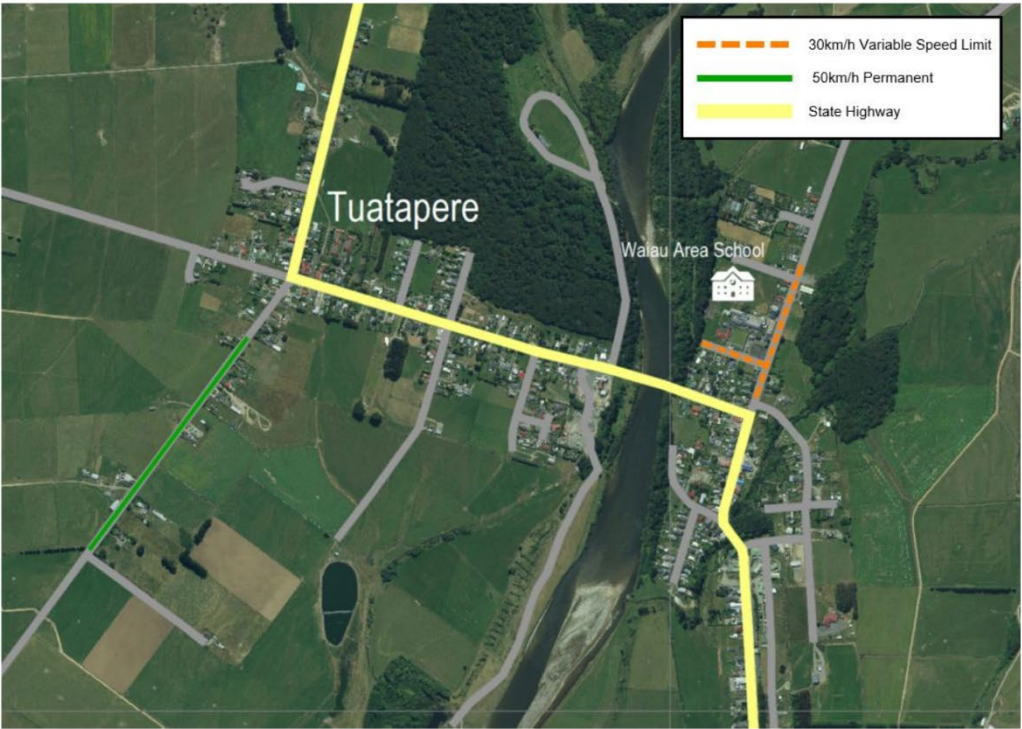


Figure 36: Proposed speed limit changes for Tuatapere

Monowai Village

The existing and proposed speed limits for Monowai Village are explained in Table 37. The proposed speed limits are shown in Figure 37.

Table 37: Existing and proposed speed limits for Monowai Village

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Turbine Drive	25	50	30 permanent	We are proposing a 30km/h slow speed zone on the sealed section of Turbine Drive. This is to support the development on this stretch of road. The average speed that people are already driving is much lower than the proposed speeds, so compliance is likely.
Turbine Place				

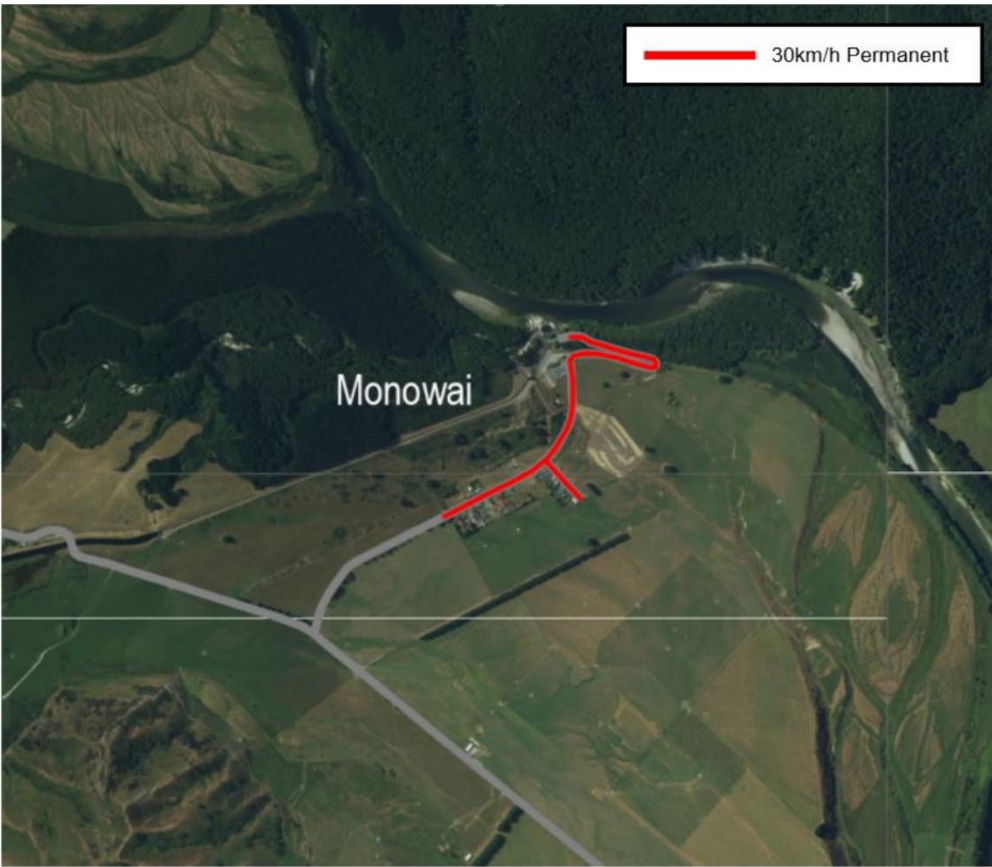


Figure 37: Proposed speed limit changes for Monowai Village

Takutai O Te Titi Marae – Colac Bay

The existing and proposed speed limits for Takutai O Te Titi Marae are explained in Table 38. The proposed speed limits are shown in Figure 38.

Table 38: Existing and proposed speed limits for Takutai O Te Titi Marae

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Colac Foreshore Road	33	50	30 permanent	We are proposing a permanent 30km/h speed limit on Colac Foreshore Road where there will be a high volume of pedestrians around the marae. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.



Figure 38: Proposed speed limit changes for Takutai O Te Titi Marae

Boundary Roads

Council jointly manages a number of roads on District boundaries with other councils. In these cases, the road is separated down its centre line, with each side of the road residing within separate districts. The changes in the sections below are proposed to align speed limits on these boundary roads where recent changes have created inconsistencies.

Crowe Road

The existing and proposed speed limits for Crowe Road are explained in Table 39. The proposed speed limits are shown in Figure 39.

Table 39: Existing and proposed speed limits for Crowe Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Crowe Road	38-45	100	60 permanent	We are proposing 60km/h on Crowe Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 60km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already below 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.

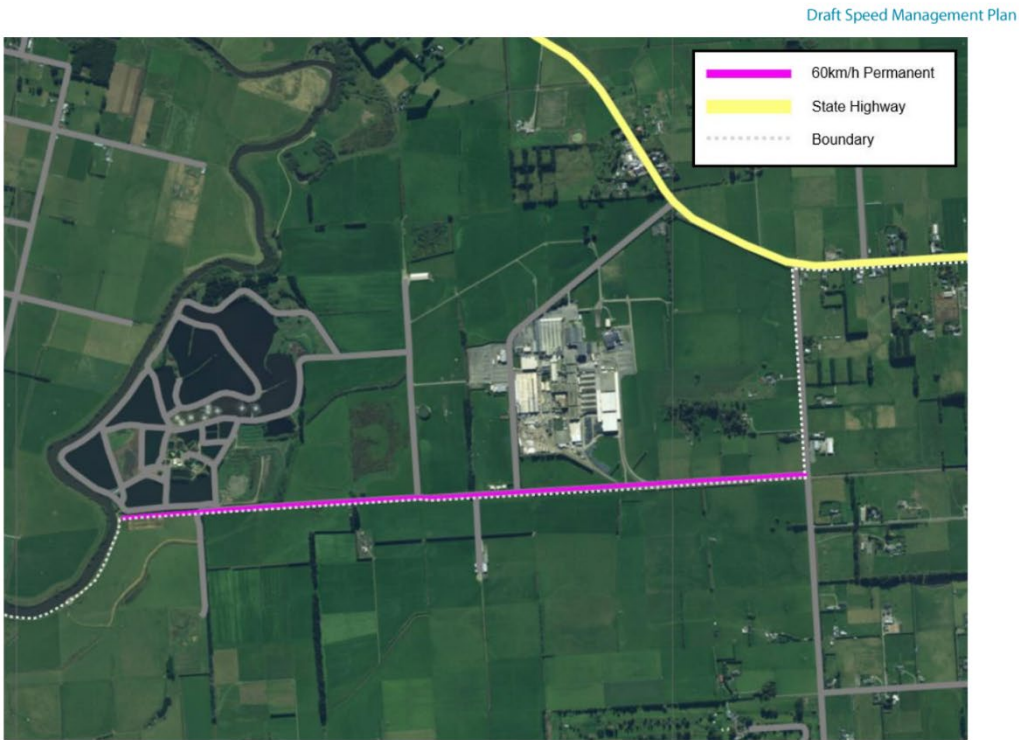


Figure 39: Proposed speed limit changes for Crowe Road

Orion Road East and Pomona Road East

The existing and proposed speed limits for Orion Road East and Pomona Road East are explained in Table 40. The proposed speed limits are shown in Figure 40.

Table 40: Existing and proposed speed limits for Orion Road East and Pomona Road East

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orion Road East	48-51	100	80 permanent	We are proposing 80km/h on Orion East Road and Pomona Road East. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. The average speed that people are travelling on these streets is already below 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pomona Road East	51			



Figure 40: Proposed speed limit changes for Orion Road East and Pomona Road East

Kennington-Waimatua Road and Moto Rimu Road

The existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road are explained in Table 41. The proposed speed limits are shown in Figure 41.

Table 41: Existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kennington-Waimatua Road	86	100	80 permanent	We are proposing 80km/h on Kennington Waimatua Road and Moto Rimu Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 80km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already around 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Moto Rimu Road	81			

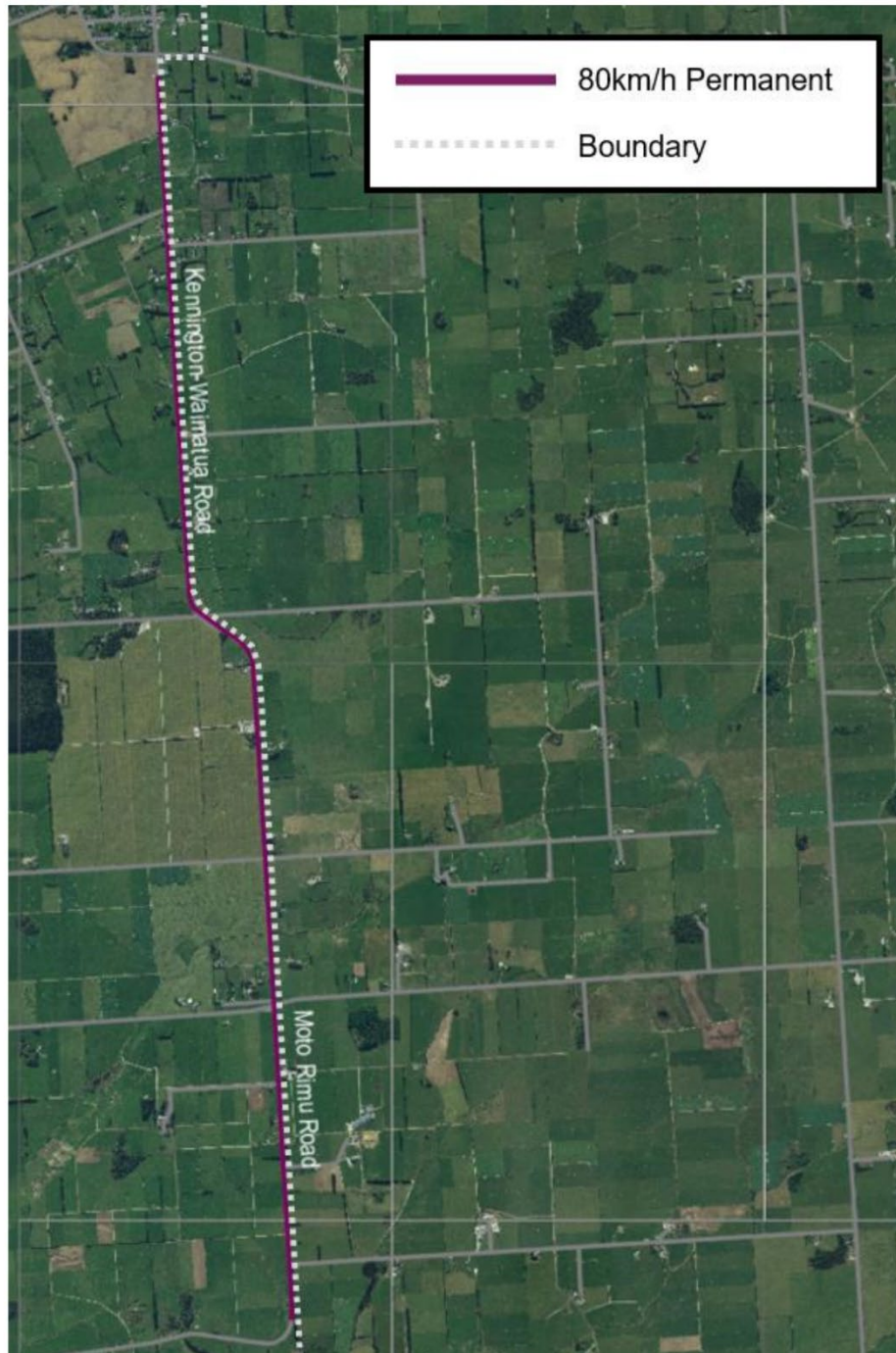


Figure 41: Proposed speed limit changes for Kennington-Waimatua Road and Moto Rimu Road

70km/h roads

Waka Kotahi requires us to identify any roads where the current speed limit is 70km/h and either propose a different speed limit or provide an explanation why the current 70km/h speed limit should be retained. The following sections identify all District roads with 70km/h speed limits and provides an explanation as to why we are changing or retaining that speed limit.

Edendale

The existing and proposed speed limits for Edendale are explained in Table 42. The proposed speed limits are shown in Figure 42.

The Edendale Primary School proposal is included in the map, however it has been addressed in the School section above.

Table 42: Existing and proposed speed limits for Edendale

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ferry Road	69	70	60 permanent	We propose to reduce the speed limit for this section of Ferry Road from 70km/h to 60km/h. The Safe and Appropriate Speed for this section of Ferry Road as assessed by Waka Kotahi is 40km/h. However, the presence of development on only one side of the road, suggests that 60km/h is a more suitable speed limit. This is likely to see good compliance without the need for infrastructural intervention to lower operating speeds.
Crescent Road	29			We propose to reduce the speed limit for Crescent Road, George Street, McKinnon Road, and Turner Street from 70km/h to 60km/h to align with the Safe and Appropriate Speed as assessed by Waka Kotahi. These speeds will also align with the reduced speed limit on Ferry Road. The average speeds that people are already driving on these streets are all well below 60km/h, so compliance is likely.
George Street	44			
McKinnon Road	29			
Turner Street	27			

Draft Speed Management Plan

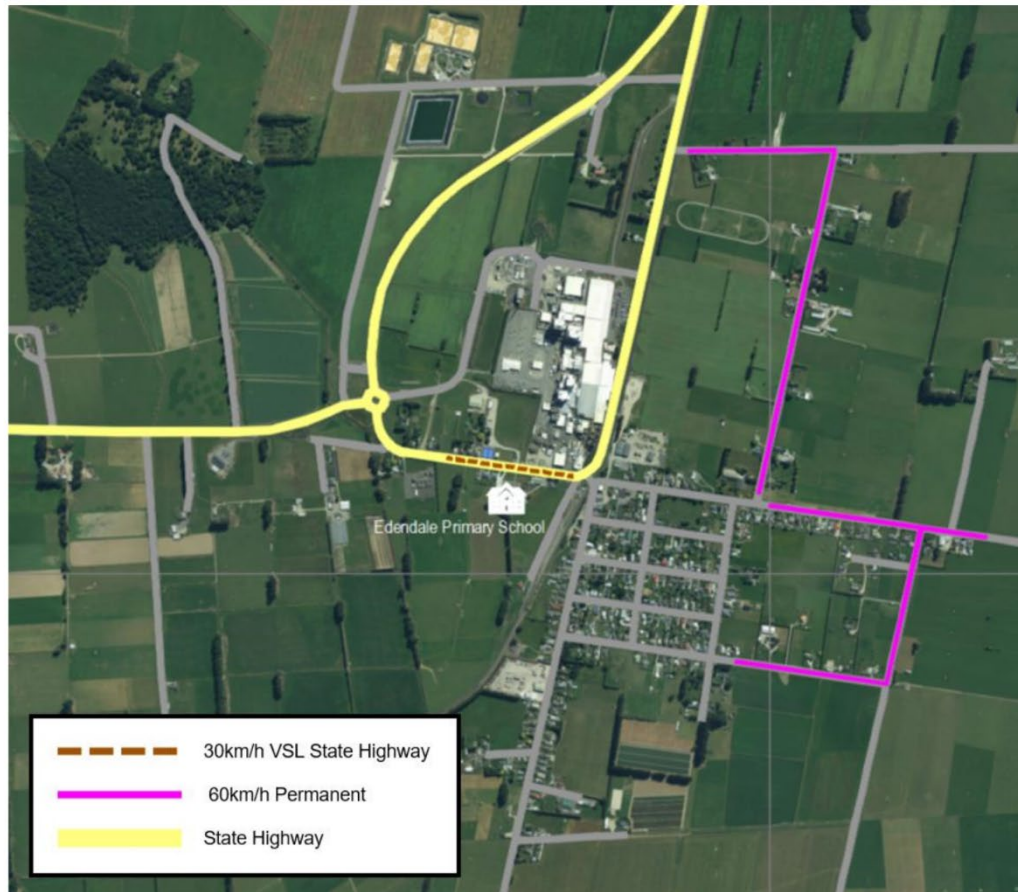


Figure 42: Proposed speed limit changes for Edendale

Colac Bay / Ōraka

The existing and proposed speed limits for Colac Bay / Ōraka are explained in Table 43. The proposed speed limits are shown in Figure 43.

Table 43: Existing and proposed speed limits for Colac Bay / Ōraka

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Drury Street East	37	70	50 permanent	We propose 50km/h for these roads. These roads in Colac Bay are legally 70km/h, however, are not actually posted when moving from the 50km/h zone on Colac Bay Road. The roads are in a residential environment, have footpaths, and the average speeds that people are travelling already under 50km/h. A 50km/h speed limit is more suited to the environment of these roads.
Drury Street West	39			
Manuka Street	12			
Pandora Street	39			
Oraka Place	N/A			
Wild Court	38			
Bungalow Hill Road	28		50 permanent	We propose a 50km/h speed limit on Bungalow Hill Road. This narrow road is residential in nature and leads to a slower environment near the beach. 50km/h is more suited to the current layout of the road.



Figure 43: Proposed speed limit changes for Colac Bay / Ōraka

Mair Road (Curio Bay)

The existing and proposed speed limits for Mair Road are explained in Table 44. The proposed speed limit is shown in Figure 44.

Table 44: Existing and proposed speed limits for Mair Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Mair Road	16	70	60 permanent	We propose a 60km/h speed limit on Mair Road. This is an unsealed road with a Safe and Appropriate Speed of 60km/h.



Figure 44: Proposed speed limit changes for Mair Road

Ohai Clifden Highway

The existing and proposed speed limits for Ohai Clifden Highway are explained in Table 45. The proposed speed limit is shown in Figure 45.

Table 45: Existing and proposed speed limits for Ohai Clifden Highway

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ohai Clifden Highway	75	70	60 permanent	We propose that the posted speed limit on this section of Ohai Clifden Highway be reduced from 70km/h to 60km/h. This section of the road runs through Orawia and is a 'Peri-urban Road' with a Safe and Appropriate Speed of 60km/h.

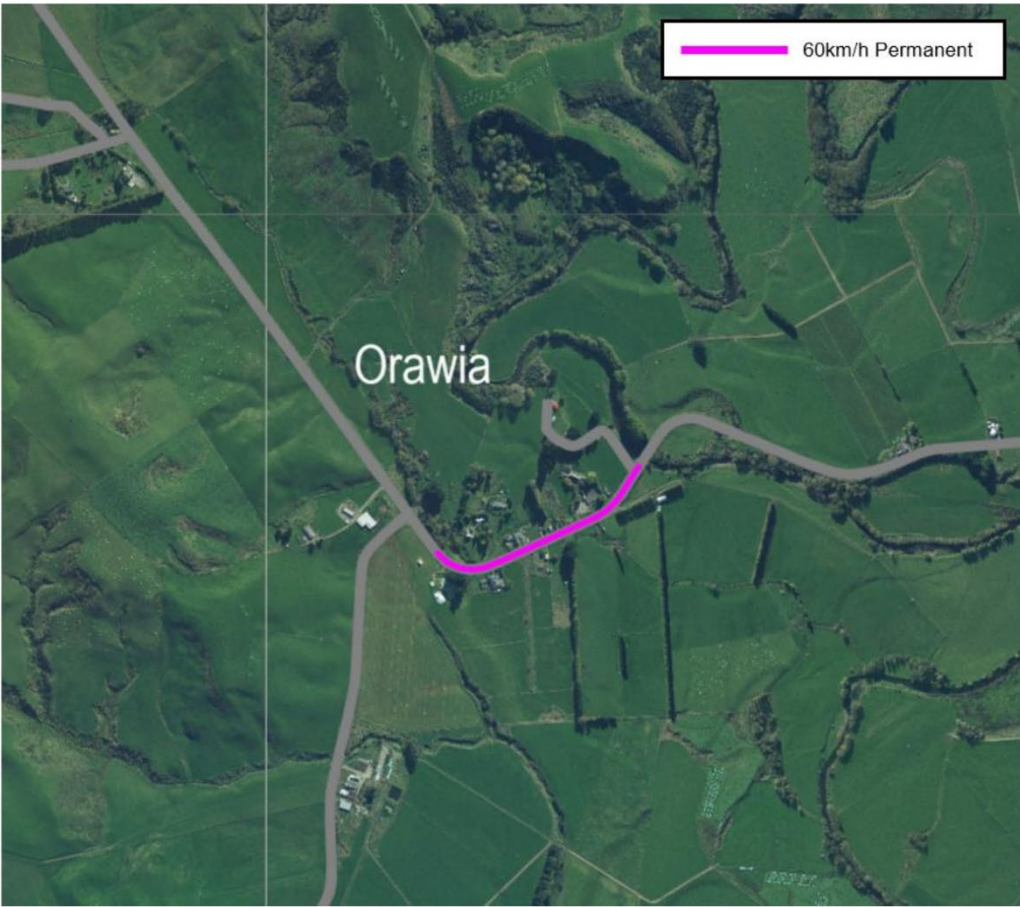


Figure 45: Proposed speed limit changes for Ohai Clifden Highway

Holmes Street

The Safe and Appropriate speed for the stretch of Holmes Street that is currently 70km/h is currently 30km/h, as it is classified as a 'Local Street'. The current environment of this stretch of road looks to be a 'Peri-urban Road', hence should have a Safe and Appropriate Speed of 80km/h. Therefore, the existing speed limit of 70km/h is safe and appropriate and will remain as it is.

Winton - Gerrard Place, Gerrard Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for these two roads, so the existing 70km/h speed limit is acceptable to remain.

Dipton Castlerock Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for this road, so the existing 70km/h speed limit is acceptable to remain.

Branxholme Makarewa Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 70km/h for this road, so the existing 70km/h speed limit is acceptable to remain.

Key Issues and Options

Draft Speed Management Plan

Record number: R24/4/25629

Author: Chris Rout

Issue 1 – Government changes to Speed Management

Summary

The new government made announcements in December 2023, confirming changes to be made to speed management rules both immediately and proposed for later in 2024, after Council had concluded consultation on its draft Speed Management Plan (SMP).

These announcements have created uncertainty around Speed Management Planning for local authorities.

Background

Government made immediate changes to the Setting of Speed Limits Rule in December 2023 (the Rule) which removed both the requirement for SMPs to be certified by 29 March 2024 and the deadlines for speed limits around schools to be reduced by 30 June 2024 for 40% of schools and 31 December 2027 for 100% of schools.

Removal of the certification date removes the timeline for when SMPs are to be developed, but they remain the primary instrument for setting speed limits by Councils and Waka Kotahi.

Removing the deadlines for school speed reductions, doesn't remove the requirement for their categorisation or corresponding reductions, it changes the timing this occurs to when speeds around schools are reviewed by Council.

Government has also signaled intentions to make further changes in 2024 with plans to replace both the previous government's road safety strategy (Road to Zero) along with the Rule.

In March 2024, Transport Minister, Simeon Brown, further revealed that the Rule will be changed (the New Rule) to require speed limits that have been reduced in urban areas to be reversed, except where the reduced speed limits are on main streets in town centres, approaching school gates during pick up and drop off times, or in targeted areas where there is strong evidence to support the reduced speed.

The New Rule is also anticipated to require greater consideration of economic impacts for blanket speed limit changes. Details are yet to be revealed on the new road safety strategy.

Discussion

In communication to Council in December 2023, the Minister of Transport confirmed that Councils are still able to continue implementation of their SMPs, but ask that they consider planned changes to the setting of variable speed limits around schools and consideration of economic impacts alongside views of communities and road users, and road safety as a means to address blanket speed reductions on roads.

This provides further time for Councils to consider the impact of government changes on implementing their speed management plans, but does not alter the scheduled funding for these implementing these plans.

1

Council has approximately \$1.4 million funding allocated to implement the proposals within the 2023-2024 financial year. This is made up of 52% Road to Zero funding from Waka Kotahi, which if not used during this period will be forfeit. The remaining 48% (Council share) will be able to be rolled forward and still be applied to implement the plan. If Council chose to delay adoption of the SMP, awaiting further clarity from government, it will need to re-consult on a revised draft SMP later in the year after the new government confirms its new road safety strategy and the New Rule. It will also likely need to seek replacement funding from Waka Kotahi.

The impending changes around schools could impact Council’s proposals, as Councils approach, required to be developed in line with guidance from Waka Kotahi to favour permanent over variable speed limit reductions, includes a mix of permanent with variable speed limit reductions.

The remaining proposals in Council’s draft SMP have been quite targeted at known problem speed areas in the District, not applying a blanket approach to proposed changes. Council has also indicated that it plans commencing discussion with the community during the 2024-2027 SMP period concerning its wider approach to speed management across roads in both rural and urban areas which could have tangible economic impacts to consider. While economic factors are present with any speed reduction these are considered negligible for the short distances and locations proposed within the draft SMP.

There also remains risk that further changes may arise, as details of the New Rule are announced and consulted on by central government. Although these changes could impact any of the speed limits Council implements under its SMP, these risks are considered low as government has already signaled their intentions and focus for the changes they are planning to implement.

While the changes proposed by government introduce uncertainty around speed management, staff recommend that Council continue with deliberation and adoption of its SMP, considering impacts of the proposed changes on the proposals alongside other issues identified from consultation.

Options

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

- Option 1
- Considers impacts of government changes to speed management alongside issues and options identified from consultation for the draft Speed Management Plan
- Option 2
- Delays adoption of the final draft SMP, awaiting further clarity from government

Option 1 - Considers impacts of government changes to speed management alongside issues and options identified from consultation for the draft Speed Management Plan	
Advantages	Disadvantages
<ul style="list-style-type: none">Expedites road safety benefits of Speed Management Plan proposalsAvoids extra resource commitment to develop and consult on a revised Speed Management Plan at a later dateEnsures Waka Kotahi funding is able to be applied and not forfeitedAllows consideration of community views received on the draft SMP	<ul style="list-style-type: none">May not align with the New Rule or government road safety strategy requiring new speed limits to be reviewed or reversed later in 2024 at additional cost.Tight timeline to implement the Speed Management Plan

2

Option 2 – Delays adoption of the final draft SMP, awaiting further clarity from government	
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Provides time to align with the New Rule and government road safety strategy Speed limits are not at risk of being reversed. Provides more time to implement the speed management plan 	<ul style="list-style-type: none"> Delays road safety benefits of Speed Management Plan proposals Increased costs to develop, consult and implement a revised Speed Management Plan at a later date. Waka Kotahi funding is forfeited and must be reapplied for

Recommendation

- Option 1 Consider impacts of government changes to speed management alongside issues and options identified from consultation for the purpose of deliberation and decision to adopt the Speed Management Plan.

Issue 2 – Proposals with permanent speed limits around schools

Summary

Council's proposals to reduce speed limits around schools involve permanent speed limits for side streets, and variable speed limits for main routes.

In most cases, where a school is accessed from a main route, a variable speed limit that operates at the start and end of the school day has been proposed. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics.

Where a slower speed limit has been proposed on a main road and an adjacent side road, a variable speed limit has been used for both for consistency purposes.

Central Government has announced its intention to make changes to the Rule to require speed limit reductions around schools to be variable rather than permanent.

Discussion

Despite Council's approach being consistent with guidance provided by Waka Kotahi, the permanent speed limit proposals for 16 school locations in Southland District are potentially misaligned with central government's intended New Rule, planned for later in 2024.

While central government is yet to reveal specific details of the planned changes and how they will be applied, on 22 March 2024 Transport Minister, Simeon Brown, revealed that speed limit reductions in urban areas will need to be reversed unless they are main streets in town centres, or use variable speed limits around schools, or where there is strong evidence to support the reduced speed.

If implemented as proposed, Council's permanent speed limits for schools, may need to be reviewed and amended, which could incur additional costs for Council to either reinstate the original speed or implement replacement variable speed limits in these locations.

Of Council's proposals which include permanent speed limits, two include both variable and permanent speed limits, five have additional factors which support a permanent speed limit reduction, and nine are solely permanent speed reductions.

With the exception of roads which we don't have data, the average operating speeds for these locations, which are set out in the table below, are already either near or below the proposed permanent speed limit, requiring minimal adjustment for most road users.

The table below also indicates the levels of community support identified from consultation, which is strongly in favour of each of these proposals.

	Proposed Speed Limit (km/h)	Average operating speeds (km/h)	Support	
			%	Responses
Aparima College and Riverton Primary School ¹	30	19, 26-32, 24, 28, 29	82.35%	14/17
Central Southland College, Winton School, and St. Thomas School	30	24, 29, 17	81.25%	13/16
Oban, Rakiura/Stewart Island	30	Unknown	78.57%	11/14
Heddon Bush School	60	17, 20	80.00%	12/15
Hillside Primary School	30	32	78.57%	11/14
Limehills School	30	28, 18	78.57%	11/14
Menzies College and Wyndham Primary School	30	21-29, 16-25, 26	75.00%	12/16
Mossburn School	30	27	76.92%	10/13
Northern Southland College and Lumsden School	30	23	80.00%	12/15
Otautau School	30	17	78.57%	11/14
Riversdale School	30	17, 28, 27	80.00%	12/15
Te Anau School and Fiordland College	30	35	83.33%	10/12
Thornbury School	30	36, 39	78.57%	11/14
Tokanui School	30	16	78.57%	11/14
Tuturau Primary School	30	34	78.57%	11/14
Waikaia School	30	36	78.57%	11/14

Of the permanent speed limit reduction proposals set out above, five proposals have been identified which have higher risk of requiring review or reversal under the New Rule. Council could be required to make further changes including reinstating the original speed limit, or implementing a replacement speed limit, depending on what is specified under the New Rule. The five higher risk locations are listed in the table below, along with the rationale for the risk and potential impact under the New Rule.

¹ Pomare Street average operating speed is unknown.

	Risk Rationale	Potential Impact
Aparima College and Riverton Primary School	Permanent speed reduction which extends southeast to include the access to the beach and other recreational activities, where there are more pedestrians present.	May need to reduce the speed limit zone, and change to the previous speed limit or a variable speed limit
Central Southland College, Winton School, and St. Thomas School	Permanent speed reduction on a Secondary Collector Road adjacent to Central Southland College	May need to change to the previous speed limit or a variable speed limit
Heddon Bush School	Large permanent speed reduction (100-60km/h)	May need to change to the previous speed limit or a variable speed limit
Riversdale School	Permanent speed reduction in a larger area around the school	May need to reduce the speed limit zone size, and change to the previous speed limit or a variable speed limit
Tuturau Primary School	Large permanent speed reduction (100-30km/h) in a location with an adjacent 35km/h advisory curve.	May need to revise to change to the previous speed limit, a 60km/h permanent speed limit or variable speed limit

The potential cost to implement any corrections to proposals implemented under the SMP is not able to be estimated as it is dependent on yet to be detailed requirements of the New Rule and the circumstances at each location. The installation cost ranges from approximately \$1-2,000 per static sign, which are primarily used for permanent speed limits, to approximately \$15,000 per variable electronic sign.

Despite uncertainty around any future requirements to adjust proposed speed limits around schools, the original basis for the proposed permanent speed limit reductions, principally safety of vulnerable road users, remains unchanged and the proposals are strongly supported by the community.

Options

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

- Option 1 Endorse the permanent speed limit reductions around schools as proposed**
- Option 2 Remove the five higher risk permanent speed limit reductions around schools from the draft Speed Management Plan, awaiting further clarity from government
- Option 3 Remove permanent speed limit reductions around schools from the draft Speed Management Plan, awaiting further clarity from government

Option 1 - Endorse the permanent speed limit reductions around schools as proposed	
Advantages	Disadvantages
<ul style="list-style-type: none"> Expedites road safety benefits around all 16 locations with proposed permanent speed limits 	<ul style="list-style-type: none"> May not align with the New Rule or government road safety strategy May require new permanent speed limits around schools to be changed

5

<ul style="list-style-type: none"> • Avoids cost from delays to develop and re-consult on revised proposals for these locations after New Rule is released • Ensures Waka Kotahi funding is able to be applied and not forfeited • Allows consideration of community views received on the draft SMP 	<ul style="list-style-type: none"> • May cost Council more to adjust if required by the New Rule
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Option 2 - Remove the five higher risk permanent speed limit reductions around schools from the draft Speed Management Plan, awaiting further clarity from government

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Expedites road safety benefits around 11 locations with permanent speed limits that have a lower risk of change • Reduces risk and potential cost of school speed limits in the SMP needing to be replaced • Allows consideration of most community views received on permanent speed limit reductions around schools 	<ul style="list-style-type: none"> • Delays road safety benefits of permanent speed limit reductions around the 5 locations • Remaining permanent speed limit reductions around schools may still not align with the New Rule or government road safety strategy • May still require permanent speed limits around schools remaining in the SMP to be changed • May still cost Council to change permanent speed limits around schools remaining in the SMP if required by the New Rule • Delays consideration of community views received on the draft SMP for the five locations • Waka Kotahi funding for changes at the five locations is forfeited and must be reapplied for

Option 3 – Remove permanent speed limit reductions around schools from the draft Speed Management Plan, awaiting further clarity from government

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Provides time to align with the New Rule and government road safety strategy • Speed limits around schools are implemented once • No costs to adjust permanent speed limits around schools caused by misalignment with the New Rule 	<ul style="list-style-type: none"> • Delays road safety benefits of permanent speed limit reductions around all 16 locations with permanent speed limit proposals • Cost from delays to redevelop and re-consult on revised proposals for these locations after New Rule is released • Waka Kotahi funding is forfeited and must be reapplied for • Delays consideration of community views received on the draft SMP

Recommendation

- Option 1 That the proposed permanent speed limit reductions around schools are adopted by Council

Issue 3 – Additional roads – Otautau Main Street

Summary

Council has proposed to reduce the speed limit to 30km/h in Otautau on Main Street from the Bridge to Chester Street to support existing speed calming infrastructure to improve safety for vulnerable road users in the town centre.

Although this proposal is unlikely to be captured by changes announced by central government, consultation feedback has indicated that this proposal should be reconsidered as part of a wider speed management approach in Otautau town centre.

Discussion

Council received mixed responses from consultation regarding the proposal to reduce speed limits on Main Street. Of those who submitted on this proposal, only 55% (12) respondents were in favour of the change with 45% (10) opposed.

Of nine submitters who provided comments, seven were clearly opposed, with comments including that there are issues with fluctuating speed limits along Main Street, along with the existing speed calming infrastructure, its issues, risks, value and the need for both measures in this location.

This feedback indicates that opinion in the community for this proposal and speed management in this location is divided and worthy of reconsideration to identify whether there are other options to enhance safety and meet the needs of road users by integrating speed calming infrastructure and speed limits together.

There may be benefit from reviewing the effectiveness of existing speed calming infrastructure to determine if it is achieving the desired outcomes and whether adjustments need to be made either in isolation or in combination with speed restrictions. This review could be conducted by roading engineers with further input from the community during the next three-year cycle for the speed management plan and if changes are needed will be proposed for consideration as part of the next Speed Management Plan for 2027-2030.

Options

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

- Option 1 The proposed speed limit reduction between the Bridge and Chester street in Otautau is removed from the draft Speed Management Plan and staff undertake further analysis of the speed management activities in this location for consideration as part of the next Speed Management Plan.**

Option 2 That the proposed speed limit reduction between the Bridge and Chester street in Otautau is retained in the Speed Management Plan.

Option 1 – That the proposed speed limit reduction between the Bridge and Chester street in Otautau is removed from the draft Speed Management Plan and staff undertake further analysis of the speed management activities in this location for consideration as part of the next Speed Management Plan

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Allows a more holistic approach to speed management to be developed for Otautau Provides time to align with the New Rule and government road safety strategy Recognises community feedback on speed reduction 	<ul style="list-style-type: none"> Safety benefits of lowered speed are delayed

Option 2 – That the proposed speed limit reduction between the Bridge and Chester street in Otautau is retained in the Speed Management Plan.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Implements changes more quickly 	<ul style="list-style-type: none"> May cause frustration for the community May not align to the New Rule and government road safety strategy May cost Council more to adjust if required by the New Rule

Recommendation

Option 1 That the proposed speed limit reduction between the Bridge and Chester street in Otautau is removed from the Speed Management Plan and staff undertake further analysis of the speed management activities in this location for consideration as part of the next Speed Management Plan.

Issue 4 - Boundary roads

Summary

Council jointly manages a number of roads on District boundaries with Invercargill City Council ('ICC'). In cases where the road is separated down its centre line, each side of the road resides within separate districts, with each council responsible for setting speed limits on their respective sides.

Changes implemented in 2022 by ICC have resulted in the speed limits on opposite sides of some of these roads differing, with these inconsistencies ranging from 20 to 40km/h. These differences can cause confusion, are troublesome to effectively enforce and can create risk for road users and Council has proposed to reduce speed limits in these locations to align to those set by ICC.

While there is community support for this alignment, and government changes don't include this proposal, there remains a low risk that SDC may be required to reverse these when the details under the New Rule are revealed.

Discussion

There was general support in the community for aligning speed limits between Councils with 12 of 18 submitters supportive of the proposal for Council to align its speed limits on these sections of road with those set by ICC. Comments reflected both the desire for consistency but also some resistance to 80km/h speed limits on rural roads.

The focus, announced by central government for proposed changes under the New Rule, which concerns blanket reductions on roads in urban locations and around schools, are unlikely to impact this proposal, as the roads are either considered as rural or peri-urban rather than urban. However there remains risk that the details of the New Rule may go further, once finalised, capturing this change.

If this change is captured by the New Rule, Council may be required to either reverse these changes, or go through a process to review and revalidate them to demonstrate they meet any exemption criteria.

Staff believe the likelihood of the boundary road changes needing to be reversed is low, on this basis, combined with support from the community identified from consultation, these changes should continue to be progressed as proposed under the SMP.

Options

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

Option 1 Endorse the speed limit changes on boundary roads as proposed

Option 2 Remove boundary road changes from the draft Speed Management Plan, awaiting further clarity from government

Option 1 – Endorse the speed limit changes on boundary roads as proposed	
Advantages	Disadvantages
<ul style="list-style-type: none"> Removes speed limit inconsistencies on boundary roads Reduce potential confusion for road users Reduces risk arising from traffic travelling at materially different speeds Enables speed limit enforcement 	<ul style="list-style-type: none"> May not align with the New Rule or government road safety strategy

Option 2 – Remove boundary road changes from the draft Speed Management Plan, awaiting further clarity from government	
Advantages	Disadvantages
<ul style="list-style-type: none"> Provides time to align with the New Rule and government road safety strategy 	<ul style="list-style-type: none"> Speed limit inconsistencies on boundary roads remain Ongoing confusion for road users

	<ul style="list-style-type: none">• Risk arising from traffic travelling at materially different speeds• Speed limit enforcement difficulties
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Recommendation

Option 1 That Council adopts the boundary road changes as proposed.

Issue 5 – Reductions proposed for 70km/h roads

Summary

The Rule requires Council to review all roads with speed limits of 70km/h when it develops its first SMP. To retain these speed limits, Council is required to demonstrate how each of these roads remain safe and appropriate. Where a road does not meet the required safety standard, Council must propose changes to transition to the safe and appropriate speed for the road.

Council has roads in eight locations with 70km/h speed limits, with four of these locations identified as not meeting safe and appropriate requirements to retain this speed limit and proposed in its draft SMP that speed limits in these locations be reduced accordingly.

Discussion

Council received lower levels of feedback on these proposed changes compared to others within the draft SMP. The feedback Council received for these changes was mixed and summarised in the table below:

Change Location	Proposal	Support	Oppose
Edendale	60km/h zone	54.55% (6)	45.45% (5)
Colac Bay / Ōraka	50km/h zone	50.00% (5)	50.00% (5)
Mair Road (Curio Bay)	60km/h zone	44.44% (4)	55.56% (5)
Ohai Clifden Highway (Ōrawia)	60km/h zone	50.00% (6)	50.00% (6)

Comments on these proposals were likewise mixed, with two suggesting the existing 70km/h speed limits remain appropriate, and two noting that people are capable of driving to the conditions.

One submitter didn't support the changes proposed for Ōrawia but did believe the corner speed advisories of 45km/h and 55km/h should remain.

Of the three comments in support one expressed Curio bay didn't need a fast speed, the remaining two related to Edendale, with one understanding that housing expansion would require lower speeds and

expressing concern that at the existing speed limit, with the number of family homes there is insufficient space for vehicles to safely turn around or into properties safely without impeding traffic.

The Ōraka-Aparima Rūnaka has also provided their general support for the speed reductions within its takiwā, which in the context of these proposals includes both the changes for Colac Bay/ Ōraka and Ōrawia.

Despite mixed levels of support and feedback, Council received no suggestions on how safety could be improved on these roads to allow the 70km/h speed limit to be retained under the safe and appropriate speeds system.

In these locations Council could consider investigating making further safety improvements to the road environment, such as installing safety infrastructure or making other improvements to the road. However, such changes would be after the implementation of the draft SMP, and Council would likely still need to lower the speed limits on these roads under the current Rule until these safety improvements are in place and before it can consider raising the speed limits again.

These amended speed limits may be caught by changes to be introduced by the New Rule scheduled for later in 2024. It remains unclear how the current safe and appropriate speed requirements, which have been applied in proposing these changes, will continue to apply under the evidential safety requirements of the New Rule, if they don't meet this, or criteria for main streets in town centres, Council may be required to reverse these changes.

Despite uncertainty whether the New Rule will require changes in the future, by adopting a speed management plan the review of 70km/h speed limits is required and lower speed limits are necessary to meet the safe and appropriate speed requirements which Council must adhere to under the current Rule.

Options

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

- Option 1** **Endorses the speed limit reductions for 70km/h roads in the locations as proposed**
- Option 2** That the speed limit reductions for 70km/h roads be removed from the Speed Management Plan

Option 1 – Endorses the speed limit reductions for 70km/h roads in the locations as proposed	
Advantages	Disadvantages
<ul style="list-style-type: none"> Aligns to Waka Kotahi's safe and appropriate speed system Aligns to the current Rule 	<ul style="list-style-type: none"> May not align to the New Rule and government road safety strategy Implementation costs May cost Council to adjust to the New Rule if required

Option 2– That the speed limit reductions for 70km/h roads be removed from the Speed Management Plan	
Advantages	Disadvantages
<ul style="list-style-type: none"> Potentially removes implementation costs 	<ul style="list-style-type: none"> Doesn't align to Waka Kotahi safe and appropriate speed framework

	<ul style="list-style-type: none"> • Doesn't align to the current Rule • May be rejected by the Director of Land Transport and delay certification and implementation of the SMP • May not align to the New Rule and government road safety strategy • May cost Council to adjust to the New Rule if required
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Recommendation

Option 1 **That the speed limit reductions be adopted for 70km/h roads in the locations as proposed**

Issue 6 – Additional consultation feedback

Summary

Submissions provided a broader array of comments for Council consider beyond what was proposed in the draft SMP.

These changes related to both speed management activities and also other roading matters. These proposals included have not been consulted on as part of the draft Speed Management Plan, so to consider them would and require further assessment prior to before further consultation can be undertaken, delaying implementation of the Speed Management Plan.

Discussion

A table summarising the additional comments received during consultation is included with the underlying report as Attachment E. These comments have been categorised under similar topics and have had staff responses included on how these matters could be explored further by Council.

Council would need to re-consult on any changes it wishes to make to the SMP arising from any of these comments which relate to speed management activities. Staff have proposed that these matters are either considered for the next SMP to be developed by Council for the 2027-2030 period or, if necessary, by utilising the alternative processes to implement speed management changes available under the Rule with greater urgency to avoid delaying adoption and implementation of the SMP.

Some comments extend beyond Council's SMP, in these cases staff have proposed approaches by Council and where relevant involve engagement with third parties including Waka Kotahi and the Police, where the responsibility sits outside Council.

Options

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

12

Option 1 **Additional consultation feedback is not included within the draft SMP**

Option 2 That Council specifies the requests to be included within the draft SMP

Option 1 – Additional consultation feedback is not included within the draft SMP	
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Does not delay adoption and implementation of the SMP Does not incur additional cost to re-consult and implement additional proposals Doesn't increase risk of forfeiting Waka Kotahi funding Considers this feedback for future work 	<ul style="list-style-type: none"> the public may want to see this work occur more quickly than proposed

Option 2 - That Council specifies the requests to be included within the SMP	
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> Allows some requested changes to be implemented more quickly Considers remaining feedback for future work 	<ul style="list-style-type: none"> Delays adoption and implementation of the SMP Incurs additional cost to re-consult and implement additional proposals Increase risk of forfeiting Waka Kotahi funding

Recommendation

Option 1 That Council does not include these requests within the SMP.



Additional Consultation Feedback

Draft Speed Management Plan

Record number: R/24/4/25630

Author: Chris Rout

CATEGORY	SUBMITTER COMMENTS SUMMARY	STAFF RESPONSE
Gravel roads	<ul style="list-style-type: none"> Reduce speed limits to 80km/h Potentially lower speed limits for large and wide vehicles Leave speed limit unchanged 	The District approach to gravel roads is proposed to be considered as part of a wider conversation with the community during development of the 2027-2030 SMP.
Improved enforcement	<ul style="list-style-type: none"> Of oversize and wide loads and road trains (tractor, implement, ute, trailer, etc.) Of Speed limits, including use of speed cameras in: <ul style="list-style-type: none"> Woodlands – Around Woodlands School and Woodlands South Road Riverton – High Street – State Highway 99 	The community's enforcement concerns will be raised with Police and Waka Kotahi to determine if options are available to help address these.
Improved road markings	<ul style="list-style-type: none"> For safe passing locations Location of centre lines 	These fall outside the scope of speed management and will be considered separately by the Transport team.
Mountain bike trails network	<ul style="list-style-type: none"> Reduced speed around stage 2 of the Mountain Bike Trails Network project entrance through McKee park, Waikaia, at the junction of Riversdale-Waikaia Road, Piano Flat Road and Willington Street 	There will likely need to be changes to coincide with Stage 2 being completed. These changes will be considered separately outside of the SMP process once Stage 2 nears completion.
Early childhood education centres	<ul style="list-style-type: none"> Speed reductions around early childhood education centres 	The current SMP has been required to be focussed on schools as higher risk locations where children are more likely to be unaccompanied in the road environment. Changes around early childhood education centres will be considered during development of the 2027-2030 SMP.

Enter form titleAdditional Consultation Feedback
5/04/2024

Southland District Council
Te Rohe Pōtae o Murihiku

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CATEGORY	SUBMITTER COMMENTS SUMMARY	STAFF RESPONSE
Further reduced speed limits	<ul style="list-style-type: none"> Extending 50km/h zone on Manapouri Hillside Road to align with expanding residential development Extending 50km/h zone on Bath St, Mossburn to State Highway 94 Extending 30km/h zone further along the Colac foreshore road Reduced speeds around sports grounds, playgrounds, shopping areas and retirement villages Reduced speed on Flora Road East, Makarewa Reduced speed on Balaclava Street, Wyndham Reduced speed on Taramea Bay Road and Rocks Highway to Howells Point, Riverton State Highways in and around District townships 	<p>For State Highways – this feedback has been shared with Waka Kotahi, the responsible authority for these roads.</p> <p>Remaining suggestions cannot be incorporated within the Speed Management Plan without delaying implementation, staff propose assessing these requests and either considering them during development of the 2027-2030 SMP or earlier if urgency necessitates.</p>
Additional pedestrian crossings	<ul style="list-style-type: none"> Waikaia - across Leamington Street connecting Waikaia school and playground Tuatapere - near Waiau Area School, across Orawia Road Outside early childhood education centres 	<p>Pedestrian crossings sit outside the scope of speed management. Waikaia and Tuatapere don't currently meet the criteria required for a pedestrian crossing, a speed reduction remains the most appropriate approach to address this issue in these locations.</p> <p>Pedestrian crossings near early childhood education centres require further investigation and consideration by the Transport team.</p>
Speed calming infrastructure	<ul style="list-style-type: none"> Speed calming infrastructure around schools <ul style="list-style-type: none"> Increased prominence of school signs, road markings and flashing signs The Built environment needs to promote safe and supportive environments to protect vulnerable persons 	<p>Council has previously identified that speed calming infrastructure would be explored further during development of the next SMP for 2027-2030.</p>

Electronic District Plan (ePlan) implementation

Record no: R/24/3/9738
Author: Francisco Barraza, Team leader environmental policy
Approved by: Michael Aitken, GM strategy & partnerships (interim)

☒ Decision ☐ Recommendation ☐ Information

Purpose

- 1 The purpose of this report is to seek approval for the implementation and notification of the ePlan (Electronic District Plan) in accordance with Section 16 of the National Planning Standards 2019.

Executive summary

- 2 The National Planning Standards mandate that Councils implement an online interactive plan (ePlan), encompassing all District Plan content and information, such as maps and policies. Staff have successfully completed the creation of the ePlan, a digital rendition of the District Plan, in line with the National Planning Standard requirements.
- 3 Council approval is required for implementation and public notification before the ePlan can be delivered. The ePlan enables the Council to fulfil its statutory obligations and enhances services for constituents within the District.
- 4 Upon implementation, the ePlan will provide constituents with the ability to view District Plan rules pertinent to a property and search for information necessary for preparing a development or resource use proposal. The implementation of the ePlan will preserve the existing District Plan provisions while concurrently enhancing the visualisation and interaction with the District Plan.
- 5 The Southland District Council (SDC) ePlan has been completed within the stipulated timeline and budget and is now ready for public use via the SDC webpage - <https://eplan.southlanddc.govt.nz/eplan>.

Recommendation

That Council:

- a) **Receives the report titled “Electronic District Plan (ePlan) implementation”.**
- 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) **Approve the implementation and notification of the ePlan (electronic District Plan) as per section 16 of the National Planning Standards 2019.**

Background

- 6 The District Plan has been updated to meet our statutory obligations related to the implementation of the National Planning Standards. Earlier this year, Council publicly notified an update to the District Plan, which incorporated the structural changes mandated by the National Planning Standards.
- 7 Over the past six months, staff focus has been on digitising and integrating the District Plan with our GIS systems to finalise the ePlan. In addition, different SDC teams have made system-level improvements to host information and provide services in alignment with this update to the District Plan.
- 8 The ePlan is now ready for public use. On 4 October 2023, Council approved the necessary funds for the implementation of the ePlan.
- 9 The ePlan will enhance this change by providing all the necessary electronic accessibility and functionality requirements. This marks a significant step forward in our commitment to transparency, usability and public service.

Issues

- 10 The National Planning Standards require councils to implement accessibility and functionality standards as part of the standardisation of district plans across the nation. These standards include the implementation of online GIS maps, an online interactive version of the District Plan, and several other features.
- 11 The community has asked Council to implement an online version of the District Plan maps for some time. Using the paper maps is cumbersome and most councils around New Zealand are now providing digital GIS maps.
- 12 For non-planning professionals finding spatial rules in the District Plan that apply to their property is difficult, and often there is requests for service that reflect the confusion people have with the District Plan.

Factors to consider

Legal and statutory requirements

- 13 The National Planning Standards (NPS) are national directives under the Resource Management Act (RMA), which aim to facilitate the comprehension, and compliance of Council plans. The implementation of the ePlan is congruent with the requirements outlined in s16, Electronic Accessibility and Functionality, of the NPS.
- 14 Most of the standards comprise mandatory directions, necessitating local authorities to amend their plans to ensure consistency with the planning standards' requirements without undergoing the standard RMA Schedule 1 process, which includes notification, submission, and hearings; however, the public must be notified of the completion of the ePlan implementation.
- 15 Furthermore, local authorities are permitted to make consequential amendments, which are necessary due to the implementation of the standards, without adhering to the RMA Schedule 1

process. Minor modifications have been made to the District Plan to facilitate the transition to an ePlan.

Community views

- 16 ePlan implementation is an excellent opportunity to improve our customer service performance. The recent report under Section 17A highlighted the need for Council to increase online information availability.
- 17 Local planning professionals and members of the community have requested digital GIS maps for the District Plan in several meetings with staff. Currently, community members are required to use our paper map system, while internal staff have had access to our online GIS system. Giving access to our online digital map will speed up the process for lodging resource consents and make the process of lodgement easier to complete.
- 18 Currently the resource consents team receives a number of requests for service (RFS) regarding issues associated with reading paper maps, particularly identifying and understanding spatial provisions relating to specific properties. An ePlan will improve the interface between customers with the spatial provision on Council's website and minimise the number of RFS to be processed by the environmental planning and resource management teams.

Costs and funding

- 19 The cost associated with the implementation and notification of the ePlan pertain solely to staff time only.

Policy implications

- 20 The implementation of the ePlan will preserve the existing District Plan provisions while concurrently enhancing the visualisation and interaction with the District Plan. By implementing the ePlan, applicants for private plan changes will be provided with certainty regarding the version of the District Plan they should utilise for their lodgement process. Moreover, the ePlan will streamline Council led processes for future changes.

Analysis

Options considered

- 21 To approve (option 1) or not approve (option 2) the implementation and notification of the ePlan.

Analysis of options

Option 1 – Approve the implementation and notification of the ePlan

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• Council will be compliant with the National Planning Standard• the ePlan will improve the availability of information online to users• the ePlan will be easier to use than the current system, improving the resource consent process• the ePlan will reduce RFS requests and time processing regulatory services under the RMA.	<ul style="list-style-type: none">• Council will not comply with section 16 of the National Planning Standards• customer support will continue as usual, involving time consuming processes to respond to RFS, resource consents, and GIS related requests.

Option 2 – Not approve the implementation and notification of the ePlan

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• no known advantages.	<ul style="list-style-type: none">• Council will be not compliant with the National Planning Standard.

Assessment of significance

- 22 The decisions in this report are of low significance in relation to Southland District Council's Significance and Engagement Policy and the Local Government Act 2002. The level of significance was determined by:
- the likely impact/ consequences of the issue, decision or proposal on the current and future social, economic, environmental or cultural wellbeing of the district or region is low
 - the effect on people who are likely to be particularly affected by or interested in the issue, decision or proposal is low
 - the financial and non-financial costs and implications of the issue, decision or proposal on Council's capability and capacity is low.

Recommended option

- 23 Option 1 – Approve the implementation and notification of the ePlan.

Next steps

- 24 The environmental policy team will notify the implementation of the ePlan and release it to the public via Southland District Council's webpage - <https://eplan.southlanddc.govt.nz/eplan>.

Attachments

There are no attachments for this report.

Draft revenue and financing policy for long term plan 2024-2034

Record no: R/24/4/25504

Author: Nicole Taylor, Finance development co-ordinator

Approved by: Anne Robson, Group manager finance and assurance

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 aThe purpose of this report is for Council to consider and approve the draft Revenue and Financing Policy (the draft policy) for consultation further to its endorsement from the Finance and Assurance Committee.
- 2 The report also outlines a number of related changes to Council's rating for certain activities that dovetail into the changes being made to the draft policy. For simplicity, staff will be seeking Council's endorsement to consult on these changes concurrently with the draft policy and the Long Term Plan (LTP) 2024-2034.

Executive summary

- 3 The Revenue and Financing Policy outlines how Council will fund the operating and capital expenses of the various activities and services it provides for the community and provides the framework for how Council will set rates as part of the LTP.
- 4 A copy of the draft policy is included as attachment A. As noted in the report to the Finance and Assurance meeting, this policy is a working draft, subsequent to the meeting, updates have been made to match current LTP financial and rating information, small variances may exist between tables in this report and the policy.
- 5 This report explains the content of the policy and details the proposed changes. It has been prepared by staff taking into account the feedback obtained over the past ten months from Council and community boards during LTP workshops/meetings. This feedback has indicated that Council's current funding and rating approach continue to be appropriate, with some minor adjustments as outlined in this report.
- 6 As such the draft policy keeps most of the funding sources and rating methods fundamentally unchanged. However, changes made to LTP budgets, sub-activity groupings and a reallocation of overhead costs (due to changes in the organisational structure) has modified the operating funding source ranges for five sub-activities (refer paragraph 26).
- 7 The policy also includes several consultation options related to general rate funding of the Te Anau airport – Manapouri which is one of the key issues in the LTP consultation document.
- 8 This report also highlights a number of proposed adjustments to how certain targeted rates will be set. While the details of these targeted rates are not included in the policy, they are linked to the funding choices and how the rates will be set and will have an impact on the distribution of rates.
- 9 Changes to certain targeted rates includes proposals from community boards and Council subcommittees to adjust several local targeted rates including the removal of SIESA rate half

charge, redistribution of two hall rating boundaries and removal of Te Anau Rural Water Supply rate 7.7 unit charge.

- 10 It also includes proposed adjustments to how roading costs are allocated across sectors for the roading rate over the next three years. This change is being proposed to ensure that land use sectors associated with heavy vehicle freight continue to pay an appropriate share of the roading rate, particularly given the significant increases in roading expenditure forecast in the LTP.
- 11 Council should also note that the rating impacts outlined in the report may also change with the financial information for the LTP still being finalised at the time of writing. Staff will update the information for any material changes as part of the next steps.
- 12 The Finance and Assurance Committee endorsed the attached policy at its meeting on the 14 February 2024 and recommended to Council its release for consultation.
- 13 Additionally the Finance and Assurance Committee, endorsed and recommended to Council a revised timeline for the adoption of the LTP, to take advantage of the three month extension included in the water services repeal act by proposing the adoption of the LTP in late August.
- 14 It was intended that the draft policy and associated rating changes would be consulted on alongside the LTP however Council is required to comply with Part 4 of the Local Government Act. This requires Council to give effect to the Preamble to the Te Ture Whenua Maori Act 1993 by 1 July 2024, as such this policy and the Rates Remission and Postponement Policy will need to be consulted on separately to the LTP to enable adoption of both policies by the 1 July 2024. As a result, this may require minor amendments being required to the Revenue & Financing Policy post 1 July as a result of decisions being made further to consultation. Minor changes to the Revenue and Financing Policy are not required to be audited.

Recommendation

That the Council:

- a) receives the report titled “Draft revenue and financing policy for long term plan 2024-2034”.
- 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) approves the draft Revenue and Financing Policy, as attached, subject to any amendments agreed at this meeting.
- e) agrees to the proposed rating changes for consultation, subject to any amendments agreed at this meeting:
 - i) five options for general rate funding of Te Anau – Manapouri airport (as outlined in the draft policy) as resolved by Council at its meeting 22 November 2023.
 - ii) proposed adjustments to the model used to calculate the roading rate differential including:
 - increasing the \$ per tonne for heavy vehicle sectors by \$0.25 (excl GST) per year for three years and increasing this from \$1.10 to \$1.35 (excl GST) in year one
 - increasing the fixed uniform targeted roading rate by \$10 (excl GST) per year for three years and increasing this from \$80 to \$90 (excl GST) in year one
 - moving non-commercial protected/indigenous native forests from the roading rate “forestry” differential category to “other”.
 - iii) removing the SIESA half charge rate and charging all properties within the Stewart Island Electricity Supply network area the SIESA full charge rate.
 - iv) reallocating the Te Anau Rural Water Supply 7.7 unit charge to the half and full charge rates.
 - v) expanding the Tokanui and Waimahaka hall rating boundaries to include properties in the closed Fortrose hall rating boundary.
 - vi) expanding the Wrights Bush and Waianiwa hall rating boundaries to include properties in the closed Otahuti hall rating boundary.
- f) agrees to the release of the draft Revenue and Financing Policy and associated rating changes for public consultation in accordance with section 82 of the Local Government Act 2002.

- g) notes that consultation on the draft Revenue and Financing Policy will take place prior to the LTP 2024-2034 consultation with final adoption of the policy occurring before 1 July 2024, in line with the Local Government Act 2002.**
- h) acknowledges that in consulting and adopting the draft Revenue and Financing Policy separate to the LTP that monetary variances may occur that may require further changes to the policy post 1 July 2024.**

Background

- 15 The Local Government Act (LGA) 2002 requires councils to adopt a Revenue and Financing Policy (policy) that provides details on how Council will fund operational and capital expenditure. This policy contributes to providing predictability and certainty about sources and levels of funding (section 102). Sources of funding include rates, fees and charges, borrowing and external funding sources such as NZ Transport Agency (NZTA Waka Kotahi) subsidies.
- 16 The policy sets out the:
 - funding tools available to use e.g. rates, user fees and charges, grants, borrowing, reserves etc
 - factors considered when deciding which tool to use
 - choices Council has made on how to fund the operating and capital expenses of each activity.
- 17 This includes considering which sectors of the community should help fund the various activities and services with a view to achieving an appropriate funding mix for the community as a whole.
- 18 Staff have reviewed the policy in accordance with the requirements of the LGA.
- 19 Under the LGA a review of the policy is a two-step process.
- 20 The first step, in accordance with LGA section 101(3)(a), is to consider each of the following in relation to each of the Council's activities:
 - (i) the community outcomes to which the activity primarily contributes
 - (ii) the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals
 - (iii) the period in or over which those benefits are expected to occur
 - (iv) the extent to which the actions or inaction of particular individuals, or a group contribute to the need to undertake the activity
 - (v) the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities.
- 21 The second step, in accordance with LGA section 101(3)(b), requires the Council to consider the overall impact of any allocation of liability for revenue needs on the current and future social, economic, environmental, and cultural wellbeing of the community.
- 22 These considerations form part of the policy (attachment A) with the thinking outlined for each activity in section 3.2.2 and more generally in section 3.1.
- 23 The current 2021 policy is included in attachment B. Council is required to review the policy at least every three years as part of the LTP process.

Issues

- 24 From a policy perspective, there are few substantive or material changes proposed to how the activities are funded compared to the current policy (shown in the table below). This is largely because the policy uses ranges rather than specific amounts to describe the funding source for

each activity. These ranges provide Council with a fair amount of flexibility to adjust to changing circumstances.

- 25 While there is no change proposed to the proportions of funding sources for LTP activity groupings, there are changes proposed to the sub-activities. These are primarily the result of changes in the LTP budgets, sub-groupings and a reallocation of overhead costs (due to changes in the organisational structure). In addition, some funding that was previously included in “fees and charges” (rentals and general recoveries) has now been included in “other sources” to align with how the funds are shown in the LTP financial statements.
- 26 The table below shows the indicative operating funding percentages for LTP activity groups and associated activities/sub activities. It shows in yellow highlighting where the funding source bands are proposed to change from the previous policy with the reasons for the changes described in more detail below.

27 Table 3.2.1 Summary of activity operational funding sources (with changes from 2021 policy)

Activity Group & Activity	Sub-activity	General rate	Targeted Rates	Fees and Charges	Other Sources (incl subsidies/grants)
Community Resources*		Medium	Medium	Low	Low
Community Facilities	Halls		High	Low	Low
	Toilets	High		Low	
	Council / community buildings	Medium	Low		Medium
Community Services	Cemeteries	High		Medium (was Low)	Low
	Community Housing	Low			High
	Library Services	High		Low	Low
Open Spaces		Medium	High		Low
Waste Services		Low	Medium	Low	Low
Electricity Supply (SIESA)			Low	High	Low
Stormwater Drainage*		Low	High		Low
Transport*		Low	High	Low	Low
Roads, Footpaths, Airport and Cycle Trails	Roads, Footpaths and Cycle Trails	Low	High	Low	Low
	Airport	Consultation options: 1+2: Low High 3: Medium Medium 4: High Low			
Water Facilities		Low	High (was Low)	Low (was High)	High (was Low)
Sewerage*		Low	High	Low	Low
Water Supply*		Low	High	Low	Low
Community Leadership*		High	Low		Low
Representation and Advocacy		High			Low
Community and Futures		High	(was Low)		Low
Community Assistance		Low (was Medium)	Medium		Low
Environment Services*		Medium		Medium	Low
Environment Services	Resource Management	High		Low	Low
	Animal Services	Low		High	Low
	Environmental Health	Medium		Low (was Medium)	Low
	Building Solutions	Low		High	Low
Emergency Management		High			

Funding band key:	Low (<33%)	Medium (33% to ≤ 66%)	High (>66%)
* Non-direct corporate overhead costs (for corporate functions like people and capability, finance, customer service and strategy and policy) are allocated at the activity group* level only (grey shading). These costs are largely funded by the General rate.			

28 The main reasons for the changes are:

- **cemeteries** - an increase in the portion of fees and charge funding for cemeteries as a result of increases in the direct cost of interments
- **airport** - showing the options around the mix of general and targeted rate funding as per consultation
- **water facilities** - annual rental fees for wharf/jetty users are now included in other sources of funding rather than fees and charges. This has resulted in the policy showing a decrease in fee funding (high to low). The LTP also includes a number loan funded capital expenditure projects for wharf and jetty renewals in Stewart Island/Rakiura and Riverton where the interest and principal repayments are currently budgeted to be repaid by targeted rates and/or user fees. This need to fund the repayment of loans has increased the targeted rate funding source (low to high). While alternative funding sources are being pursued to complete the capital programme with an expectation that loans (and higher targeted rates) might not be required, the policy funding bands reflect the current LTP budgets excluding any additional grants that may be secured.
- **community and futures > community assistance** - movement of funding for community board grants between the two sub-activities which has altered the proportion of targeted rate funding for both activities.
- **environmental health** – the policy shows a decrease in the proportion of fees and charges (medium to low). While a 2% inflationary increase is included in the fees for this service, changes in the organisational structure and resulting allocation of overhead costs has increased the funding required to for this activity over and above the inflationary increase.

Proposed changes to the policy for consultation

(A) Allowing a greater proportion of airport operating costs to be funded by general rates (which everyone pays).

- 29 This proposal is to increase the current policy general rate allowance from 30% as indicated by the “low” band (up to 33%) to either 50% indicated by “medium” band (33% to <66%) or 100% indicated by “high” band (66% and above).
- 30 While Council’s current policy allows for the airport to receive up to 33% general rate funding (low band), no amount of general rate funding has actually been allocated in the past or in the current draft LTP budgets. Up until now airport operational costs have been funded by a combination of lease and rental income, fees from landings, ground handling and parking landing fees with any shortfall funded by a targeted airport rate across all ratepayers in the Fiordland area. Airport operating costs are currently budgeted to be \$395,000 (excl GST) in 2024/25 and range between \$346,000 to \$460,000 over the next ten years. The budgeted shortfall in 2024/25 is \$295,000 rising to maximum of \$389,000 in 2029/2030.
- 31 In 2023 the Fiordland Community Board requested that Council consider fully funding any airport operating shortfall from general rates in the 2024 LTP. The request follows the board’s 2023 review of airport operations (refer to Council agenda 22 November 2023 and Fiordland Community Board agenda 30 October 2023). The review found that while there is potential to increase the commercial operation of the airport to increase revenue, a district-wide rate (rather than local targeted Fiordland rate) should be used to fund the operating cost shortfall as an interim approach until the airport is able to become self-funding. The board has suggested this approach given the airport is a strategic asset providing a critical part of Southland’s emergency

management preparedness and has wider economic and social benefits for the whole district by facilitating access to Fiordland which is a key destination attracting people to either tour through Southland or move here. The board has also indicated that this would reduce the financial burden of the airport on Fiordland ratepayers in the short-term (given any shortfall is funded by the local targeted rate), with the longer term aim to reduce the rate burden overall by becoming self-funding.

- 32 Given the request, at its November 2023 meeting Council agreed to seek feedback from the wider community about what portion of general rate funding should be used to fund airport operating costs from 2024/25 onwards.
- 33 General rates are paid by all ratepayers across the district and are made up of a fixed portion for each property (UAGC) and a portion based on the capital value of the property. General rates are typically used to fund activities where there is a general benefit being provided or where Council has considered that it isn't feasible or appropriate to fully fund the activity from user charges.
- 34 In November 2023, Council resolved to consult on five options for the level of general rate funding of the airport as shown in the table below.

Airport general rate funding Consultation options	% airport funded by general rate in LTP	Revenue and financing policy general rate funding
Option 1: no general rate funding	0%	Low (<33%)
Option 2: allocate general rate funding	30%	Low (<33%)
Option 3: allocate + increase general rate funding	50%	Medium (33% to ≤66%)
Option 4: full general rate funding	100%	High (>66%)
Option 5: other suggestion	open for suggestion	dependent on suggestion

- 35 The impact of the consultation options on rates will vary for ratepayers in Fiordland compared to other areas because the shortfall is currently fully funded from a targeted airport rate on properties in Fiordland. The table below shows the rate change for both groups. Any portion of the shortfall not funded from the general rate will continue to be funded from the targeted airport rate paid only by Fiordland ratepayers. To provide an example, a district property valued at \$350,000 would pay between \$3.54 and \$11.80 more in rates for option 2-4 than option 1 with the same value Fiordland property paying between \$29.56 to \$98.53 less in rates for option 2-4 than option 1.

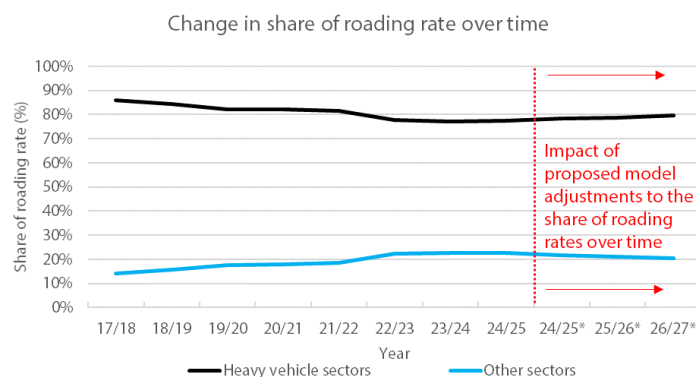
\$ increase/(decrease) in rates for different property capital values (2024/25) incl GST								
Capital value (CV)	Change for all ratepayers				Change for Fiordland ratepayers only			
	\$200k	\$350k	\$700k	\$4m	\$200k	\$350k	\$700k	\$4m
Option 1: 0% general rate	\$0 (no current contribution)				\$0 (airport rate \$110.33 per rating unit)			
Option 2: 30% general rate	\$3.19	\$3.54	\$4.36	\$12.11	(\$29.91)	(\$29.56)	(\$28.74)	(\$20.99)
Option 3: 50% general rate	\$5.31	\$5.90	\$7.27	\$20.18	(\$49.85)	(\$49.27)	(\$47.90)	(\$34.99)
Option 4: 100% general rate	\$10.63	\$11.80	\$14.54	\$40.36	(\$99.70)	(\$98.53)	(\$95.79)	(\$69.97)
Option 5: Other	dependent on suggestions				dependent on suggestions			

(B) Changing the allocation for roading rates

- 36 This proposal sees a change in the model used to allocate roading rates to ensure that land use sectors associated with heavy vehicle freight continue to pay an appropriate share of the roading rate given the significant increases in roading expenditure forecast in the LTP.
- 37 Council provides a network of local roads throughout the district. Most roading costs (e.g. roading renewals) are subsidised by the government through the NZTA (Waka Kotahi) while some costs aren't (e.g. mowing verges, street trees). Of the costs that are subsidised, NZTA pays 55% through money they get from fuel taxes and vehicle registrations, and Council funds the rest

largely through rates. Council then allocates its share of the cost between different land use sectors using a roading rate differential based on land use categories. The differential recognises that some land use sectors associated with heavy freight cartage (dairy, forestry, farming, mining, industrial, commercial) have more of an impact on the roading network and therefore should pay a larger portion of roading costs.

- 38 The LTP 2024-2034 forecasts a \$16.8 million (27%) increase in roading expenditure in the next three years. This is due to higher road maintenance costs (high inflation and fuel costs) and the need to increase the amount of road and bridge renewals to maintain the network. All of these extra costs mean that the roading rate will need to go up by \$8.4 million (50%) over the next three years, with a \$4.5 million (27%) increase in year one.
- 39 Council has used a roading rate model for a number of years to calculate the differential that determines the amount of the roading rate that an individual property pays. The model links the revenue and financing policy with how rates are applied in the LTP by using a differential to charge a higher proportion of roading costs to land use categories more likely to use heavy vehicles and cause damage to roads. The proposal is to continue using this approach to set roading rates in the LTP, but making several adjustments to gradually increase the proportion that heavy vehicle sectors pay.
- 40 Currently 77% of the roading rate is allocated to these heavy vehicle land use sectors (dairy, farming, forestry, mining, commercial, industrial) and 23% to other sectors (residential, lifestyle, other). **The changes proposed below will gradually increase the heavy vehicle sector share to 80% by year three.** This will bring the proposed heavy vehicle sector share closer to the 82%-86% allocated in previous years (shown in the graph below).



- 41 Three adjustments are proposed to gradually adjust the allocations between sectors by:
- 42 *(i) Adjusting the \$ per tonne in the model to allocate more of the roading rate to heavy vehicle sectors by \$0.25 (excl GST) per year for three years.* This change is proposed because the cost of renewing roads has gone up meaning the heavy vehicle allocation also needs to increase to better reflect how we spend the roading budget. Council currently charges each heavy vehicle sector \$1.10 per tonne of freight moved (to attribute roading rates to each sector, based on the damage it is causing to the roads more by allocating). The current LTP budgets and most recent tonnage data indicate that this should actually \$1.75 in 2024/2025 reaching \$1.85 within the next three years and \$2.10 in ten years. Council is proposing to transition towards the higher allocation by increasing the tonnage charge by \$0.25 per year for three years taking it from the current \$1.10 to \$1.35 in 2024/2025, reaching \$1.85 by 2026/2027. Gradually increasing the \$ per tonne will help to ensure that heavy vehicle sectors pay an appropriate share of the higher roading costs.

- 43 *(ii) Increasing the uniform targeted roading (UTR) rate by \$10 (excl GST) per year for three years.* This rate is a fixed amount that all properties pay to ensure all ratepayers contribute given everyone benefits from having access to the roading network. Given the increase in roading costs, the proposal also increases the fixed rate by \$10 per year for three years taking it from the current \$80 to \$90 in 2024/2025 to reach \$110 by year three.
- 44 *(iii) Adjusting the “forestry” roading differential category definition to exclude non-commercial protected and indigenous native forests and include these in the “other” roading differential land use category.* Because the “other” category is charged a lower rate in dollar of capital value (0.3 v 1.0) after the \$ per tonne and UTR are accounted for, this change will reduce the roading rate for these types of non-commercial native forestry land and increase rates for the remaining exotic and vacant land in the “forestry” category. The “other” category is allocated a lower share given that properties in this sector tend to have high capital values but are either used to provide community “good” services (e.g. churches, schools etc) or are utility services (e.g. electricity generators) which have significantly higher capital values than other properties.
- 45 The current forestry differential category includes all land that is used for forestry (refer to the table below). Given that there is allowable native tree logging in the “forestry indigenous” subcategory, it is intended to only move what is considered to be non-commercial native forests in this differential category to “other” – being those which are not logged or intended to be logged.

Forestry land use subcategory ¹	Description	Rateable Capital Value	Rating Units
Exotic forests (FE)	Most plantation forestry (Douglas fir, pine)	\$200m	152
Vacant (FV)	Land suitable for planting	\$2.5m	1
Protected (FP)	Protected forests including native trees/ bush protected under district plan, Reserves Act/Conservation Land	\$2.8m	2
Indigenous forests (FI)	Natives tree with allowable logging	\$11.2m	19

- 46 The table below shows the proposed changes to the definition of the roading rate differential land use category to be included in the LTP rates funding impact statement.

Land use differential category	Definition
Forestry	All land that is used for forestry, including land either in production or currently available for planting and protected forest areas. It does not include forest nurseries or non-commercial protected/indigenous native forests.
Other	Uses not covered by any other category, and including utility assets and non-commercial protected/ indigenous native forests (being those not logged or intended to be logged).

- 47 Council is proposing this change for several reasons:
- to support wider objectives for protection of significant indigenous vegetation and habitats of indigenous fauna. This includes limiting the likelihood of indigenous forest owners being compelled to log native trees in order pay the higher roading rate. In addition, it would reduce the rate burden on protected/non-commercial indigenous native forestry land which could enable additional investment in the restoration or improvement of these areas
 - to address issues of fairness and equity where owners of protected/non-commercial indigenous native forests are unlikely to be logging and using heavy vehicles that damage

¹ The definition of forestry properties is based on national valuation rules which Council’s valuation service provider uses when valuing property.

roads (part of the intent of the rating differential). It will also be more in line with how most reserve land and conservation/protected land (QE11 covenant or Ngā Whenua Rāhui kawenata) is rated, most of which is fully non-rateable.

- to support the principles in the Preamble to Te Ture Whenua Maori Act 1993 to assist Māori to retain and use their land. A number of indigenous forestry properties are owned by Maori and held for conservation/cultural reasons. In most instances the land is not logged or used for commercial gain, meaning the application of the roading rate at the same level as a commercial exotic forest could undermine the principles of the act.

48 With this proposal staff also considered the option of introducing a new rate remission for protected/non-commercial native forests instead of changing the differential categories. Using a remission wouldn't necessarily change the result, but rather the way that the rate reduction is processed. While there are advantages and disadvantages of each approach, staff are recommending the proposal to change the differential as noted above in order to minimise administration.

- 49 **Column C** in the table below shows how the proposed model adjustments alter how the roading rate is allocated between the various land use categories in year one. Column D and E have been included for information to show the combined impact of the proposed model adjustments and the updated LTP budget, rating and tonnage data. **Column C shows that the proposed model adjustments will put more of the roading costs onto dairy, forestry, mining, commercial and industrial rating units.**

Please note that the information in this table reflects the required rates and model inputs at the time the draft budgets were prepared and this information will change again when final rates are set. The “\$m” and “%” shows the proportion of the overall roading rate that will be paid by each land use category. The rate “per \$100k CV” gives an indication of what the roading rate capital value portion would be for every \$100k of capital value (CV). For example, in 2023/2024 a residential property with a capital value of \$400,000 would pay approximately \$192 (4 x \$48) towards the capital value portion of the roading rate (column A). The proposed model adjustments (column C) would the residential property rates reduce by \$24 (4 x \$6). However, when combined with the roading cost increases in the LTP, overall the roading rate for this property would increase by \$40 (4 x \$10) (column D) to total \$232 (4 x \$58) (column E). Column E shows how the combined rating model adjustments and budget changes affect how the roading rate is shared out amongst the sectors.

Land use Category	A			B			C			D			E		
	23/24 Rate Allocation (excl GST) (current model with 23/24 budget)			Change due to 24/25 budget/data inputs (excl GST) (current model with 24/25 budget/ rating unit/tonnage)			Change due to model adjustment (excl GST) (adjusted model with proposed changes to \$ per tonne, UTR, forestry differential)			Total Change (B + C) (excl GST)			Proposed 24/25 Rate Allocation (A + B + C) (excl GST) (adjusted model with updated 24/25 budget, rating unit and tonnage data)		
	\$m	%	\$ per \$100k CV	\$m	% share	\$ per \$100k CV	\$m	% share	\$ per \$100k CV	\$m	% share	\$ per \$100k CV	\$m	% share	\$ per \$100k CV
Dairy	\$5,416	32.3%	\$88	\$1,370	(0.4%)	\$22	\$276	1.3%	\$4	\$1,647	0.9%	\$27	\$7,063	33.2%	\$114
Forestry	\$848	5.1%	\$387	\$483	1.2%	\$221	\$246	1.2%	\$164	\$729	2.3%	\$385	\$1,577	7.4%	\$772
Farming	\$5,448	32.5%	\$54	\$1,598	0.6%	\$17	(\$398)	(1.9%)	(\$4)	\$1,200	(1.3%)	\$12	\$6,648	31.2%	\$66
Mining	\$261	1.6%	\$1,797	(\$77)	(0.7%)	\$24	\$40	0.2%	\$393	(\$38)	(0.5%)	\$417	\$223	1.0%	\$2,214
Industrial	\$489	2.9%	\$107	\$69	(0.3%)	\$16	\$35	0.2%	\$7	\$104	(0.1%)	\$23	\$593	2.8%	\$130
Commercial	\$481	2.9%	\$111	\$65	(0.3%)	\$16	\$38	0.2%	\$8	\$103	(0.1%)	\$24	\$584	2.7%	\$136
Residential	\$2,503	14.9%	\$48	\$629	(0.2%)	\$16	(\$139)	(0.7%)	(\$6)	\$490	(0.9%)	\$10	\$2,993	14.1%	\$58
Lifestyle	\$1,151	6.9%	\$48	\$347	0.2%	\$16	(\$88)	(0.4%)	(\$6)	\$259	(0.2%)	\$10	\$1,410	6.6%	\$58
Other	\$166	1.0%	\$14	\$45	0.0%	\$5	(\$10)	(0.0%)	(\$2)	\$35	(0.0%)	\$3	\$201	0.9%	\$17
	\$16,763			\$4,529						\$4,529			\$21,292		

The table below gives examples of the impact on different property types for a range of capital values. Column C shows the rate difference due to the proposed model adjustments with column D showing the combined change resulting from the budget and proposed model changes. Column E shows the proposed 24/25 total rate. **This table shows that while proposed model changes will reduce rates for residential, lifestyle and farming, when combined the proposed budget increase and tonnage data changes, all sectors will have an increase with forestry, mining and dairy sectors having the largest increases.**

		A	B	C	D	E
Land use Category	Capital value (CV)	23/24 Rate (incl GST)	Annual change due to 24/25 budget/data inputs (incl GST)	Annual change due to model adjustment (incl GST)	Total annual change (B + C + D) (incl GST)	Proposed 24/25 Rate (B + E) (incl GST)
Dairy	\$2,500,000	\$2,611	\$636	\$137	\$774	\$3,384
	\$6,500,000	\$6,641	\$1,654	\$339	\$1,993	\$8,634
	\$8,000,000	\$8,152	\$2,036	\$414	\$2,450	\$10,602
Forestry	\$250,000	\$1,205	\$636	\$483	\$1,119	\$2,324
	\$700,000	\$3,209	\$1,781	\$1,331	\$3,111	\$6,320
	\$2,000,000	\$8,998	\$5,088	\$3,780	\$8,868	\$17,866
Farming	\$1,000,000	\$716	\$191	(\$40)	\$152	\$868
	\$2,500,000	\$1,652	\$478	(\$117)	\$362	\$2,014
	\$5,000,000	\$3,212	\$957	(\$245)	\$712	\$3,924
Industrial	\$250,000	\$398	\$46	\$32	\$78	\$476
	\$450,000	\$643	\$82	\$49	\$131	\$775
	\$800,000	\$1,072	\$146	\$78	\$225	\$1,297
Commercial	\$250,000	\$412	\$46	\$36	\$81	\$494
	\$450,000	\$669	\$82	\$55	\$137	\$806
	\$800,000	\$1,118	\$146	\$89	\$234	\$1,352
Mining	\$200,000	\$4,225	\$56	\$916	\$972	\$5,196
	\$1,000,000	\$20,756	\$278	\$4,535	\$4,812	\$25,568
Residential	\$250,000	\$230	\$46	(\$6)	\$40	\$271
	\$390,000	\$308	\$72	(\$15)	\$56	\$364
	\$550,000	\$396	\$101	(\$26)	\$75	\$471
Lifestyle	\$300,000	\$258	\$55	(\$9)	\$46	\$304
	\$600,000	\$424	\$110	(\$30)	\$80	\$504
	\$800,000	\$535	\$147	(\$44)	\$103	\$638
Other	\$200,000	\$125	\$11	\$7	\$18	\$144
	\$400,000	\$158	\$22	\$3	\$25	\$184

(C) Removing the \$100 SIESA half charge rate to be replaced by the \$200 SIESA full charge rate

- 50 All properties on Stewart Island that are within the Stewart Island electricity network area currently pay a targeted SIESA rate which funds a small portion of the costs to manage and operate the electricity supply network on the island with the remaining funds from electricity charges. The SIESA rate is currently set on a differential basis. All rating units within the network area that are not vacant pay a full charge (\$200 incl GST) and vacant rating units pay a half charge (\$100 incl GST). The Stewart Island/Rakiura Community Board has requested that the half charge be eliminated entirely so that all rating units within the network area pay the \$200 full charge (including vacant rating units). The board is suggesting this because electricity infrastructure (lines and generation capacity) is accessible to all properties in the defined network area, and they believe it is appropriate that properties in this area contribute equally regardless of whether a section has been built on or not.

- 51 The table below shows the impact with the 108 vacant properties having a \$100 increase in rates.

Rate	Current Structure			Proposed Structure			
	Units	Unit Charge (incl GST)	Total Collected (incl GST)	Units	Unit Charge (incl GST)	Total Collected (incl GST)	Variance
SIESA Full Charge	383	\$200	\$76,600	491	\$200	\$98,200	\$21,600
SIESA Half Charge	108	\$100	\$10,800	-	-	-	(\$10,800)
Total	491	-	\$87,400	491	-	\$98,200	\$10,800

(D) Removing the 7.7 unit rate for Te Anau Rural Water to be replaced by the existing full and half charge rate

- 52 This proposal involves removing the Te Anau rural water 7.7 charge and reallocating these units to the Te Anau rural water annual, full and half charge rates. This will see each user of the Te Anau Basin water supply scheme allocated with updated units that will be used to calculate their rate. The updated units will be prorated so that they are close to what each user is currently being charged through the combination of annual, full, half and 7.7 charge. This change is expected to have a minimal impact on each consumer's total share of the overall costs as shown in column C. The change has been proposed to simplify the system to help ensure users are being charged correctly by making it easier to match the rating data against the units in the asset management system (which is used to manage the supply). The Te Anau Basin Water Supply Subcommittee (who represent users of the scheme) supports the proposed change. The main reason for the overall rate increase is due to the 29.7% increase in water supply operating costs budgeted in the LTP (\$170,000).

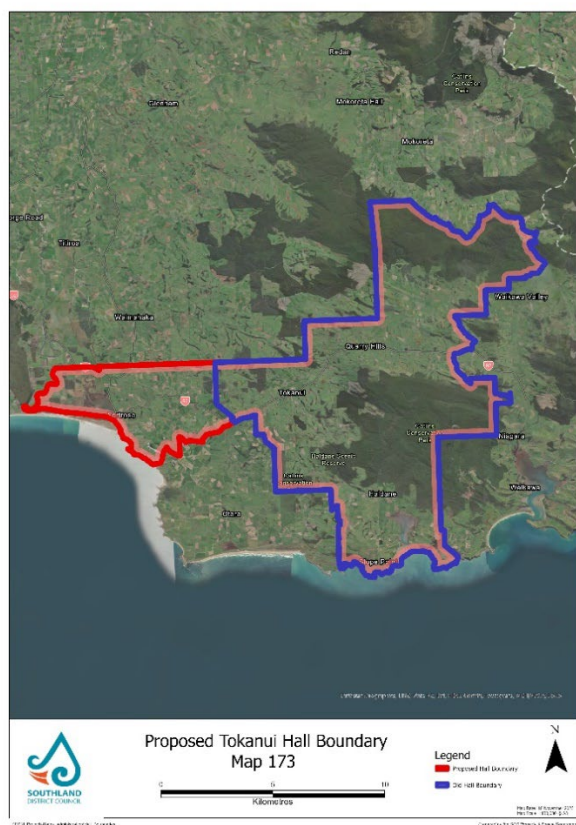
	A	B	C	D	E
Te Anau Rural Water Rate	23/24 Rate per unit (incl GST)	Annual change due to budget change (incl GST)	Annual change due to removal of 7.7 unit (incl GST)	Total annual change (B + C) (incl GST)	Proposed 24/25 Rate per unit (A + D) (incl GST)
Full charge	\$576	\$171	\$8	\$179	\$755
Half charge	\$288	\$85	\$4	\$89	\$377
7.7 charge	\$4,432	\$1,316	(\$5,748)	(\$4,432)	\$0
Annual charge	\$863	\$256	\$12	\$268	\$1,131

(E) Expanding existing hall boundaries to include properties that used to pay for a neighbouring hall which have now closed

- 53 Hall rating boundaries are used by Council to define the properties paying rates to fund the operation of local halls in the district. They have been in place for many years and are a way of ensuring that the properties in an area that has community hall available contribute toward the cost. Usually only a portion of the hall costs come from rates with the rest funded by hire fees and local committee fundraising. With the closure of two halls in the district (Fortrose and Otahuti) the proposal is to include properties in the old rating boundaries for these halls into neighbouring hall rating areas. The proposed boundary changes are shown on the maps below and in attachment C. The blue lines on the maps show the old hall rating boundaries. The red lines with the thick red border overlay the new rating boundary.
- (i) Expansion of Tokanui and Waimahaka hall rating boundaries (Fortrose hall closure)*
- 54 This involves expanding the Tokanui hall and Waimahaka hall boundaries to add in parts of the old Fortrose Domain hall rating area following the closure of the hall. The proposed changes will add 65 units into the Tokanui hall area (as shown in map 173) and 2 units into the Waimahaka hall

area (shown in map 103). The table below shows the rate impact with a lower hall rate for properties in the existing hall areas (blue boundary) and a higher hall rate for properties in the old Fortrose hall area (noting that the Fortrose hall rate has been set low at \$11.50 for the past two years given the hall closure). The proposed boundary changes have been discussed with the Waihopai Toetoe Community Board chair on behalf of the board.

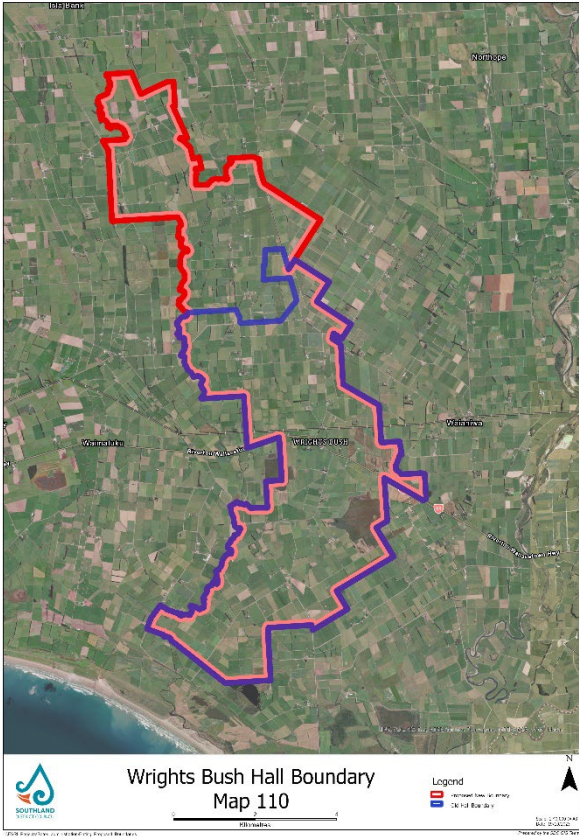
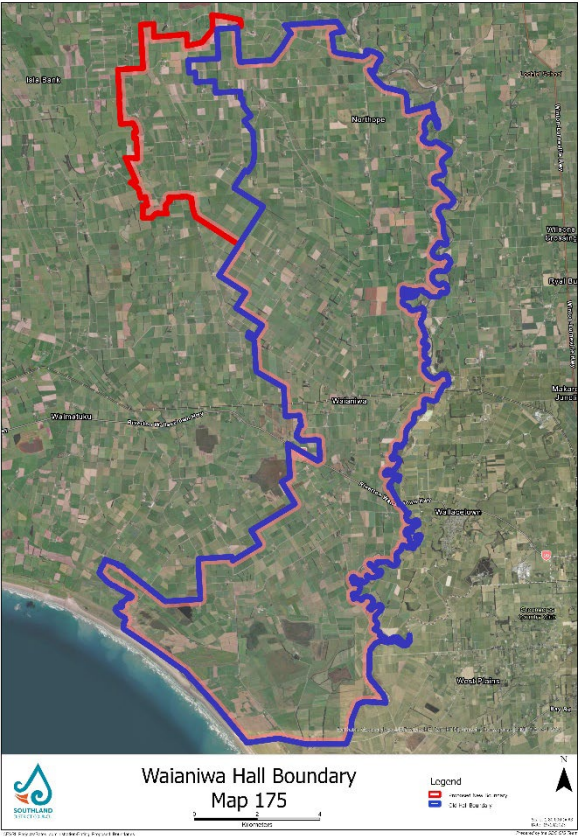
Hal boundary	Proposed 24/25 rate per unit (incl GST)		Impact of the boundary adjustment per unit (incl GST)	
	Existing boundary (blue)	Extend boundary (red)	Change for properties in existing blue boundary	Change for properties in red boundary extension (ex fortrose)
	\$160 136 units	\$108 201 units	(\$52)	\$97
	\$68 102 units	\$67 104 units	(\$1)	\$55



(ii) Expansion of Waianiwa and Wrights Bush hall rating boundaries (Otahuti hall sale)

55 This involves expanding the Waianiwa hall and Wrights Bush hall boundaries to add in parts of the old Otahuti hall rating area following the sale of the hall. The proposed changes will add 31 units into the Waianiwa hall area (as shown in map 175) and 21 units into the Wrights Bush hall area (shown in map 110). The table below shows the rate impact with a lower hall rate for properties in the existing hall areas (blue boundary) and a higher hall rate for properties in the old Otahuti hall area (noting that the Otahuti hall rate was not charged in 2023/2024 given the hall sale). The proposed changes have been developed by staff and reviewed by the Wallace Takitimu Community Board for consultation as part of the LTP.

Hall boundary	Proposed 24/25 rate per unit (incl GST)		Impact of the boundary adjustment per unit (incl GST)	
	Existing boundary (blue)	Extend boundary (red)	Change for properties in existing blue boundary	Change for properties in red boundary extension (ex otahuti)
	\$102 152 units	\$85 183 units	(\$17)	\$85
	\$31 59 units	\$23 80 units	(\$8)	\$23



Other wording and structure changes

- 56 Various wording and structure changes have been made throughout the policy to reflect legislative changes and make the policy more readable. This includes:
- inclusion of a policy background section which covers what the legislation requires when choosing activity funding sources

- specifically referring to the Stewart Island Visitor Levy revenue as a grant/subsidy source of funding to reflect that the Southland District Council (Stewart Island/Rakiura Visitor Levy) Empowering Act 2012 identifies the levies as an additional source of funding for the Revenue and Financing Policy under s 103(2) of the LGA
- describing in more detail Council's approach to depreciation funding which is used to fund operating expenses and work towards maintaining a balanced budget in section 3.2 of the policy. The policy notes the extended timeline for funding depreciation on water and wastewater assets given the significant increase in the value of these assets in the LTP 2024 and resulting impact on rates. Council is still to confirm the timeline to when it will fully fund depreciation on water and wastewater assets
- updating the activity funding needs analysis in section 3.2.2 of the policy to consider funding sources in relation to Council's new LTP 2024-2034 community outcomes
- specifically noting how Council has provided the ability to make funding refinements after considering the overall impact on the current and future social, economic, environmental and cultural wellbeing of the community. This is discussed in the policy overall in section 3.1 and by sub-activity through the funding choice assessment rationale in section 3.2.2

This also includes considering how funding choices support the principles set out in the Preamble to Te Ture Whenua Maori Act 1993 to recognise land as a taonga tuku iho of special significance to Maori and to support Māori to retain and use their land and to protect wahi tapu (now required by LGA section 102(3A)). Around 1% of Southland district's rating units are categorised as Maori freehold land. The Council's continued use of capital value as a general rate source goes some way to supporting the principles by ensuring that any undeveloped land rating units (including any Maori owned land) have a lower rating burden than the same sized area of developed land. Council's proposed changes to the forestry differential category used to set the targeted roading rate (noted above) also supports the principles by reducing the roading rate for non-commercial protected and indigenous native forestry properties, some of which will be owned by Maori.

Confirming how the general rate will be set

- 57 Where Council proposes to use general rates as a source of funding, it must also set out in the policy the choice of valuation system (land, capital or annual value) including the details of any differentials to be applied and whether there is an intention to set a uniform annual general charge (UAGC). The UAGC is a fixed amount levied on each rating unit.
- 58 Currently Council sets the value based portion of its general rate using capital value with no differentials. 55% of the general rate is collected using capital value (with no differential) with the remaining 45% is collected through the UAGC.
- 59 The potential impact of changing to land value, introducing general differentials or adjusting the proportion of funding from CV and UAGC was considered as part of the LTP development. However, the policy proposes to retain capital value with no differentials as it provides the best mechanism for creating a stable and resilient rate base over time, particularly considering the potential impact that the 2024/2025 budget changes are expected to have on the overall distribution of rates.
- 60 The policy does leave room to adjust the portion of general rates set on CV and UAGC where Council wants to alter the overall distribution of rates (via the LTP or Annual Plan). This might be to lower the UAGC to reduce rates on low value properties or lowering the CV portion which

reduces rates on high value properties. This decision is still to be finalised by Council as part of the process of finalising the LTP 2024-2034.

Other changes considered but not progressed

Increasing user fees for environmental services (including consenting activities)

- 61 As part of meetings and workshops held to discuss the funding for the activities, Council considered whether it should increase user fees and charges for environmental service activities above the standard 2% inflationary adjustment already allowed in order to recover a greater portion of the cost of consenting activities. However, at this stage Council is not proposing to further increase any user fee funding until improvements to these services are made. This will be reviewed as part of the future annual plans.
- 62 Overall, in terms of user fees, the policy recognises that in addition to providing a direct benefit to users, these activities also have wider community benefits, making a rates contribution appropriate to recognise the wider community wellbeing aspect of the service. The policy also recognises that it is not always feasible to recover the full cost of the service from fees and charges as this may make these services unaffordable or result in unintended consequences (e.g. raising building consent fees beyond a tolerable amount may result in increased un-consented work). For these types of services, a rates contribution enables Council to continue to offer the service and/or recognises the wider community benefit provided by that service.

Factors to consider

Legal and statutory requirements

- 63 Council is required by legislation to adopt and include a Revenue and Financing policy for inclusion in the final adopted LTP, to provide predictability and certainty about sources and levels of funding of Council's activities (LGA s102(2)).
- 64 The policy must specify the mix of tools that Council can use to fund activities and the level of funding to be applied from the various sources (LGA s103). This requires a two stage process be followed when making decisions about how activities will be funded (s101(3)).
- 65 The policy must now also consider how to support the principles in the Preamble to Te Ture Whenua Maori Act 1993. Refer to paragraph 56 for more detail.
- 66 Section 22 of Part 4 of the Local Government Act 2022, requires the Revenue and Financing policy to be adopted and give effect to the principles in the preamble to Te Ture Whenua Maori Act 1993 by the 1 July 2024. Additionally the Rates Remission and Postponement policy is also required to be adopted and give effect to the principles by the same date.

Community views

- 67 The draft policy has been prepared taking into account feedback gathered from Council and community boards at LTP meetings and workshops over the past ten months. The proposed changes to the forestry differential also respond to regular ratepayer queries about the fairness of rating non-commercial indigenous forestry properties the same as exotic forests. All of this feedback, has been used to inform the proposed changes and inform the funding tool selection in the draft policy.
- 68 If the committee endorses the draft policy for consultation, staff are proposing to undertake consultation alongside the other financial policies at the same time as the LTP.

- 69 Staff will prepare a consultation document/statement of proposal incorporating the draft policy (and related information for the other policies) which it will make publicly available (in accordance with s.82A of the Act), and encourage people to give feedback in conjunction with LTP consultation.
- 70 Staff are also working with the Whenua Advisory Service in Te Puni Kōkiri to engage directly with local rūnanga and Māori landowners to obtain their feedback on the proposed changes and more generally to help inform future reviews.
- 71 The joint consultation process will allow Council to consider community views regarding this policy.

Costs and funding

- 72 As noted, the policy outlines how Council will fund its activities and services and which sectors of the community will contribute and how.
- 73 The decision made on each issue outlined in the report will have a varying impact on how activities are funded including any rates required. The information in the issues section of the report for each proposed change shows the rating impact based on proposed 2024/2025 rates.
- 74 The proposed changes to the way roading rates are allocated will have the greatest impact across the district of all the policy changes. However, the significant increases in roading, wastewater and water costs proposed in the LTP overshadows much of the proposed policy and rating changes in this report, particularly given the impact these increases will have on all properties.
- 75 In addition, with the financial information for the LTP still being finalised, the rating impacts may change from what is included in this report. Staff will update the information for any material changes as part of the next steps.

Policy implications

- 76 As outlined earlier in the report, the draft policy as prepared proposes minor changes to the funding of selected sub-activities with the majority of the funding sources unchanged.
- 77 Given that rates and other funding applied in the LTP must be set in line with the policy (unless Council resolves otherwise) it uses ranges rather than specific amounts to describe the funding sources. This provides Council with flexibility to respond to changes in funding circumstances and unexpected events within the parameters of the current policy.
- 78 This policy and the related rating approach links to the draft LTP activity and rates funding impact statements. As such, if there are significant unexpected changes to funding or expenditure levels proposed in the LTP that would impact the proposed funding mix, there may be a need to further review the policy and proposed rating approach.
- 79 The policy also supports the financial strategy to deliver prudent financial management over the long-term by providing for funding sources that enable Council to operate a balanced budget by funding operating expenses from operating revenue.

Analysis

Options considered

80 There are two options for consideration in this report:

- option 1 – that Council endorse the draft policy for consultation subject to any amendments suggested and updated financial information
- option 2 – that Council propose a different way forward.

Analysis of Options

Option 1 – that Council endorse the draft policy for consultation subject to any amendments suggested

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• the draft policy has been updated and reflects prior discussions and directives of Council (e.g. options to increase general rate funding of Te Anau airport – Manapouri; roading rate changes)• the draft policy reflects the feedback and changes coming out of discussions with community boards and ratepayers• the draft policy reflects the legislative considerations• public consultation provides opportunity for stakeholders and members of the public to have their say• it is a legislative requirement to consult.	<ul style="list-style-type: none">• may not reflect elected members views on the policy• there is a risk that the draft policy and LTP 2024-2034 may not be aligned if there are material changes to Council's budgets or funding options that arise between now and when the plan is finalised for consultation. However, given this policy is about how Council intends to fund the cost of services rather than how much is collected or spent, the risk of any misalignment is likely to be minimal.

Option 2 – that Council propose a different way forward.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• would give further clarity on elected members views regarding the policy.	<ul style="list-style-type: none">• may put pressure on procedural preference to review the policy prior to 2024-34 LTP consultation.

Assessment of significance

81 The policy sets the framework for funding Council's activities and identifies which sectors of the community contribute and how (i.e. via rates, fees and charges or by using past reserves or loans). Given that, the policy has implications for all ratepayers and residents and is considered significant. The individual changes being proposed are not considered to be a significant shift from the current policy but will impact every ratepayer and resident differently depending on the type and value of the property they own or pay rates on and what services they use (user fees).

- 82 Given the significance of the policy, community members interested in the proposed changes will be provided with an opportunity to provide feedback as part of the consultation. This will take place in manner that complies with LGA s82.

Recommended option

- 83 It is recommended that the committee proceed with Option 1, endorse the draft policy for consultation subject to any amendments agreed.

Next steps

- 84 If the committee endorses Option 1, staff will make any recommended changes and undertake any other necessary steps in order to present the draft policy and associated consultation document/statement of proposal to Council in March 2024.
- 85 Consultation and adoption dates are being worked through to enable adoption by 30 June 2024.
- 86 Any changes to the policy following consultation will come into effect once Council adopts the final policy and associated LTP.
- 87 If Council endorses option 2, staff would action any discussions held with Council.

Attachments

- A Draft Revenue & Financing Policy v2
- B 2021 Revenue and Financing Policy
- C Maps of proposed hall rating boundary extensions 2024

DRAFT - Revenue and Financing Policy 2024-2034

Group responsible: Finance

Date adopted: TBC

Implementation date: 1 July 2024

File no: R/23/11/54528

1 Introduction

Council's Revenue and Financing Policy sets out the ways Council intends to pay for the operating and capital expenses of its activities and why Council considers these funding choices appropriate.

Council is required to have this policy by Section 102 of the Local Government Act (LGA) 2002 to provide predictability and certainty to residents and ratepayers about the sources and levels of funding for Council's activities. The policy describes:

- the statutory requirements for the policy (what the law requires)
- the general approach to funding operating expenses (day-to-day costs like electricity and maintenance) and capital expenses (costs to replace or build new physical assets like piping networks and roads)
- the different sources of funding for the activities (where the money comes from)
- Council's activities, services and facilities and who uses, benefits and pays for activities and services.

When read in conjunction with the financial strategy, funding impact statement and activity statements in Council's Long Term Plan (LTP), the policy links the Council's activities and associated funding decisions with the rates that each ratepayer is required to pay.

2 Policy Background

2.1 Funding principles

Deciding the most appropriate way to fund activities is complex. It involves balancing a range of matters and exercising judgement around what is appropriate for community wellbeing now and in the future. To help with these choices Council has considered a set of funding principles that incorporate the matters set out in Section 101 of the LGA. This has involved considering for each activity the factors under section 101(3)(a) including:

- the community outcomes to which the activity primarily contributes and whether the funding sources for each activity support the achievement of the outcomes;
- the distribution of benefits between the community as a whole, any identifiable parts of the community, and individuals (the 'beneficiary -pays' principle) and to what extent the activity funding should target those who benefit;

- the period over which the benefits are expected to occur (the ‘inter-generational equity’ principle) and how the funding sources share costs out over that time period. Generally, the benefit of operating expenses is received in the year the expense is incurred. The benefit of capital expenditure and some maintenance projects are received over multiple years (for the duration of the life of the asset) making it appropriate for current and future generations to contribute.
- who is creating the need (the ‘exacerbator pays’ principle) and to what extent the activity funding should target those whose actions or inactions create the need for the activity.
- the need for separate funding by considering the costs and benefits (including consequences for transparency and accountability) of funding the activity distinctly from other activities. This includes considering how Council’s funding choices are:
 - best communicated to the community in a way that is easy to understand (e.g. via separate funding mechanisms or by using other communication tools/documents)
 - administratively efficient to collect considering the scale/importance of the activity (a small activity may not warrant separate funding due to the cost of establishing systems to support cost recovery).

Council has then weighed up the overall impact of the proposed funding sources on the current and future social, economic, environmental and cultural wellbeing of the community including looking at:

- fairness and equity including affordability for different parts of the community;
- whether the funding choices create barriers to accessing services or unintended consequences (e.g. the principle of paying for benefits received may call for a high degree of user pays, but this may have unintended consequences with people trying to avoid paying);
- any legal constraints which might constrain the funding options (such as the ability of Council to only receive 30% of Council revenue from rates set on a uniform basis);
- alignment with the Council’s objectives and financial strategy which sets limits on rates increases and debt levels;
- how funding choices support the principles set out in the Preamble to Te Ture Whenua Maori Act 1993 to recognise land as a taonga tuku iho of special significance to Maori and to support Māori to retain and use their land and to protect wahi tapu.

Council’s overall consideration of these principles is detailed below and in more detail in the sub-activity table from page 9.

3 Policy details

3.1 Our funding approach

Southland District communities are diverse and there are many different users of Council’s services.

Council aims to maintain a relationship between the benefits received by groups of residents and ratepayers and the contributions they make for those services, especially where communities within the district have differing services and levels of service (the ‘beneficiary-pays’ principle).

Where the benefits are shared more equally and everyone is expected to make a contribution, or where it is impractical to exclude users or identify groups that principally benefit, it is more likely to be of “general” benefit and collectively funded by the community (e.g. through the general or a district wide rate).

Where individuals/groups receive the direct benefit of the activity exclusively, and the costs of the activity can easily be attributed to that individual/group or, their use of the service excludes others, or the nature

of the benefit differs across the community, it is deemed to be “targeted” and more likely to be funded on a user pays basis (e.g. through fees and charges or targeted rates). In principle, Council seeks to recover the maximum amount possible from the direct users of a service (the ‘user-pays’ principle) or from those that create the need for a service (the ‘exacerbator-pays’ principle). However, Council must also ensure that the level of fees or targeted rates are not at a point where the cost becomes prohibitive and could potentially impact the community’s use of the service, create detrimental effects or work against the achievement of community outcomes. As such their use needs to be balanced with other funding sources.

Council also seeks to ensure that people pay for services at the time they consume them, (the ‘inter-generational equity’ principle). Day to day costs which make up annual operating expenditure provide benefits every year and are best funded from annual operating revenue like rates, fees etc. Some costs, mainly capital expenditure on assets, provide benefits that last for more than year. Council uses depreciation funding or borrowing (funded by annual loan interest/principal repayments) to share out the cost of these long-life assets over time.

In reality, most services sit somewhere on the continuum between providing general and targeted benefits and most activities have characteristics of both. As part of developing this policy, Council has endeavoured to use the general/targeted assessment to summarise its consideration of the LGA funding principles, initially in relation to each activity (section 101(3)(a)) and then again after considering the overall impact on the community (section 101(3)(b)).

Council’s funding approach is a complex assessment of determining where the benefits apply, what the best methods for funding those services are and how this can be equitably and fairly applied across district communities. The detailed activity funding analysis table in section 3.2.2 explains Council’s consideration of these factors in determining the appropriate sources of funding. The table also shows where funding adjustments have been made to specific activities to recognise wider wellbeing considerations. The policy also provides for adjustments to be made to the overall funding source mix by:

- providing flexibility to set the proportion of general rate funding annually between a rate on dollar of capital value (which places a greater share of costs on high value properties) and uniform annual general charge UAGC (which places a greater share of costs on low value properties) and balance ability to pay/rates affordability;
- providing the ability to adjust targeted rate differentials (roading, stormwater, community board rates) to shift funding between sectors where required;
- supporting the financial sustainability of small townships by continuing to fund water, wastewater and stormwater collectively across the district irrespective of each individual scheme cost in order to deliver economies of scale by sharing costs out across greater number of ratepayers;
- providing the ability to use general rate funding to assist communities with critical infrastructure projects which would otherwise create rates affordability issues (particularly for small communities with few ratepayers (e.g. airport and water structure funding on Stewart Island/Rakiura);
- funding a portion of overall corporate support/overhead/administration costs from general rates which reduces the proportion of targeted rate/user fees funding required for certain activities. This recognises the wider community wellbeing benefits and the fact that it is not always feasible to recover the full cost of the service as this may make these services unaffordable or result in unintended considering the overall balance of rates paid by urban and rural sector over time;
- providing the ability to reduce or delay payment of rates for particular social, cultural, environmental or economic reasons as provided for in rate remission and postponement policies;

- consequences (e.g. raising building consent fees beyond a tolerable amount may result in increased un-consented work).
- using unallocated reserves accumulated from prior year operating surpluses to fund maintenance project type operating costs rather than increasing rates.

3.2 Sources of funding for expenditure

Types of Expenditure

Broadly speaking, Council has two types of expenses to fund - operating and capital expenditure.

Operating expenditure (opex) is spending on the ongoing day-to-day planned and unplanned routine expenses required for the operation of Council facilities, services and activities. Operating revenue is generally set at a level to meet Council's projected operating expenditure to maintain a balanced budget.

To do this, Council aims to fully fund operating cash requirements (payments to staff, suppliers, and interest on debt) from operating revenue. As part of this Council is working towards fully rate funding depreciation on core infrastructure¹ assets. **For the LTP 2024-2034 Council depreciation on water and wastewater assets will initially be funded at 65%², increasing by 5% per year to reach 100% by 2031/2032 (three years later than originally planned).** Depreciation on all other core assets will be funded at 100%, noting that roading depreciation is funded at 45% by Council with the remaining 55% from NZ Transport Agency (NZTA Waka Kotahi) capital subsidies. Fully funding depreciation from rates and current revenue means that over the long run, Council would not need to rely on borrowing as much to fund asset replacements, working towards a more sustainable funding approach.

At times, Council may decide that it's not financially prudent to fully fund depreciation, particularly where:

- Council has elected not to replace an asset at the end of its useful life
- the replacement of the asset is expected to be funded by a grant/subsidy from a separate organisation
- a third party has a contractual obligation to maintain the asset or replace it at the end of its useful life
- fully funding depreciation in the short-term will result in an unreasonable burden on ratepayers and create a conflict between funding principles (e.g. financial sustainability and rates affordability), making it prudent to extend the timeframe to reach full funding of depreciation
- the deficit can be funded from prior year operating surpluses (reserves).

The approximate proportion of the operational funding sources for each activity is shown in

¹ Core infrastructure assets include those associated with roading and cycle trails, water, wastewater, waste services, public toilets, Council offices/buildings, electricity supply, computer equipment and vehicles. It excludes assets which Council may opt not to replace in the future including the following activity assets - water facilities (e.g. boat ramps), stormwater, footpaths, airport, furniture, other plant/buildings (e.g. wheelie bins, playgrounds, community housing, halls, library books).

² The proportion of depreciation funded is less than proposed in prior LTP's due to a significant increase in the value of water and wastewater assets in 2023 which resulted in the actual depreciation being considerably greater than the budgeted depreciation. The 2021 LTP budgeted for depreciation on core infrastructure to be fully funded by 2028/2029.

Table 2.

Capital expenditure (capex) is spending to acquire new or upgrade/enhance existing assets (such as pipes and buildings). The method of funding generally depends on the type of asset expenditure. Council has three categories of capital expenditure spread across its activities:

- **renewal expenditure (REN)** - defined as capital expenditure to replace or restore existing assets to the original size, capacity and condition with no change in service level. Renewals of major assets are usually funded from a combination of grants/subsidies (where these are available), reserves (including depreciation reserves) and borrowing (repaid through rates). Smaller regular asset renewals (e.g. library book replacements) are usually funded from rates or reserves. Some financial contributions charged on the development of land may also be used.
- **level of service expenditure (LOS)** - defined as capital expenditure on new assets or improvements to existing assets that improves the service level delivered which is beyond the original design capacity and estimated life. This is generally funded from reserves (including depreciation reserves), grants/subsidies (where these are available) and borrowing (repaid through rates). Some financial contributions charged on the development of land may also be used.
- **demand expenditure (DEM)** - defined as capital expenditure on new assets or improvements to existing assets to provide additional capacity necessary to accommodate growth or changes in demand. This is generally funded from reserves, grants/subsidies (where these are available) and borrowing (repaid through rates). Some development or financial contributions charged on the development of land may also be used.

The key sources of funding and their application against expenses are summarised in Table 1.

Table 1: Description of the funding mechanisms and their general application

Funding source	Definition	Rationale for application	Application			
			Opex	Capex		
				DEM	LOS	REN
General Rates (including UAGC)	General rates are a property tax to fund local government activities. General rates are those assessed across all rateable properties in the district and include both the general rate set on a rate in the dollar charged on capital value (with no differential) and the Uniform Annual General Charge (UAGC), which is a flat amount levied on each rating unit.	<p>These rates are used to fund those services where there is a benefit to the district as a whole. It is typically used when there is a high general benefit in the services provided, when Council considers the community as a whole should meet the costs of the service, and when Council is unable to achieve its user-charge targets and must fund expenditure.</p> <p>Capital value (CV), compared to land value (LV) is seen as the best mechanism for creating a stable and resilient rate base over time. This is because of the wider availability of market sales information and given that CV reflects the total investment in the property and provides a better proxy for use of services/infrastructure than other rating tools. Properties with higher capital values are also considered to be more able to bear the costs of a proportionally higher general rate given the higher value of improvements or ability to generate income (particularly business/farm/forestry land). Further, Council considers that CV does more to support Maori to retain their land given that a sizeable portion of Maori freehold land is vacant and undeveloped and would pay less under CV than a similarly sized developed property.</p> <p>The size of the UAGC is set each year by Council and is used as a levelling tool in combination with the general rate. If the UAGC were set at zero the effect would be to increase the amount of rates assessed on CV which would</p>	✓		✓*	✓*

Funding source	Definition	Rationale for application	Application			
			Opex	Capex		
			DEM	LOS	REN	
		increase rates on higher value properties and decrease rates on lower value properties. Council may use the UAGC to balance the impact of high fixed charges (including the UAGC and other fixed charges) on those with low incomes and property values against the impact of a low UAGC on the relative share of rates levied on high value properties, such as large rural properties.				
Targeted rates	Targeted rates are a property tax to fund local government activities. Targeted rates are set for a specific activity or group of activities and can be charged in a number of different ways to collect funds over specific groups of rating units.	Targeted rates are used when Council considers that transparency is important, or where the location or method of rating makes the use of a targeted rate more appropriate, equitable or a better match to the benefits of the activity. The the Long Term Plan or Annual Plan rates funding impact statement details how the rate is charged.	✓	✓	✓*	✓*
Grants and subsidies	Funding received from other agencies, usually for a specific purpose including funds collected from Stewart Island/Rakiura visitor levy revenue and roading subsidies from NZTA (Waka Kotahi).	Council will use grants or subsidies from central government (e.g. NZTA Waka Kotahi), organisations and Stewart Island/Rakiura visitor levy revenue where available, usually for a specific purpose. This approach minimises the cost to the community of undertaking projects and activities. Generally these are used for capital expenditure, but may also be used for operating expenditure in certain circumstances.	✓	✓	✓	✓
Fees and Charges	Fees charged to individuals or groups who are directly using Council services (e.g. building consent fees).	Council uses a range of fees and charges where the users of a service can be identified and charged according to their use of the service (and those that do not pay are denied access to the service). This is based on the user-pays principle where the user pays for the benefits received. Fees are also appropriate where an individual's action or inaction creates the need for an activity (cost causation). For example, infringement fees for owners of wandering dogs. In setting fees Council also considers issues like the affordability of the charges, particularly where setting a charge too high will reduce the use of a service and therefore diminish its value to the community and impose a greater cost on ratepayers longer-term.	✓		✓*	✓*
Investment Income	Income received from any investments (e.g. forestry)	This income is generally used to reduce rates or may be added to reserves to future fund projects.	✓	✓	✓	✓
Lump Sum Contributions	Lump Sum contributions are where ratepayers agree to pay a capital (or lump sum) payment towards meeting the cost of providing a particular asset in their community (e.g. upgrading of a water supply) rather than paying for these capital costs via an annual targeted rate.	These contributions will be used to fund the repayment of debt for specific capital activity from time to time.	✓	✓*	✓*	✓*
Proceeds from Asset Sales	Proceeds from asset sales are the monies received from selling physical assets, such as plant and equipment.	Proceeds from asset sales will be generally be used for the repayment of debt or the acquisition of new assets but may be used to fund project related operating costs from time to time.	✓	✓	✓	✓
Depreciation Reserves	Assets lose value over time through use, wear and tear, age, obsolescence and must be replaced. Depreciation is an accounting method to spread the replacement cost of an asset	Depreciation reserves are used to fund the replacement of capital assets when they reach the end of their useful life. These reserves are used to fund both capital expenditure for renewals and increased level of service, along with any debt repayment relating to prior years capital expenditure. Council will use depreciation from current and prior years that has not	✓		✓	✓

Funding source	Definition	Rationale for application	Application			
			Opex	Capex		
				DEM	LOS	REN
	over its working life. Depreciation reserves are accumulated from rates and other operating revenue.	already been applied to fund asset replacements. Council's current approach is to prioritise phasing in full depreciation funding of core infrastructure assets (refer page 4) with other assets to be considered in the future once core assets are fully funded.				
Council Reserves	Reserves are made up of funds that have been put aside to replace assets or for a specific activity in the future or accumulated from unspent rates/income.	Where past surpluses are available these may be used to fund capital expenditure and in some instances operating expenditure at Council's discretion. Reserves will be applied to expenditure in line with the purpose for which the funds were collected or in line with any conditions that were in place when the funds were received. These are typically classified as local reserves (where reserves are for the benefit of specific communities), or district reserves (where reserves are held for the benefit of the wider district).	✓	✓	✓	✓
Financial and/or Development Contributions	Financial contributions are a capital charge for works carried out to mitigate environmental effects of subdivision, land use and development. Development contributions are a capital charge on development to recover share of the capital costs that development imposes on network/community infrastructure.	Financial or development contributions are used to ensure that a fair proportion of the cost of infrastructure (needed to serve growth or mitigate environmental effects) is funded by those who cause the need (i.e. land sub-dividers). Council's Policy on Development and Financial Contributions sets out the conditions in which contributions are required, the method used to calculate them and how they can be used.		✓	✓	✓
Borrowing – internal	Council uses cash surpluses from some activities to lend to other activities that need to borrow. This reduces the overall cost of borrowing. Council charges interest on the funds lent to the borrowing activities, and receive interest on the funds borrowed from the lending activities.	Council will fund short term deficits with internal borrowing where this is considered to be prudent. Interest on reserves is calculated on the average balance of each reserve during the year. Interest is allocated at a prescribed interest rate (as discussed in the Long Term Plan assumptions). Both positive and negative reserves get interest charged or applied. For the majority of reserves held by local communities, this interest is added to the reserve, which has no impact on the rate requirement as these reserves are usually positive and are set aside for future projects. For the majority of district reserves, interest will reduce the rates required or increase the rates required if the reserve has a negative balance.	✓	✓	✓	✓
Borrowing – external	Borrowing is not a source of revenue itself. Rather it is a 'bridging' mechanism to assist with the financing required for the construction of long term assets. Debt arising from borrowing still needs to be repaid from other sources of revenue (e.g. rates).	Borrowing to fund capital expenditure spreads the repayment of that borrowing over several years and helps to ensure fairness or intergenerational equity so that current ratepayers pay for the services they use now, and future ratepayers also pay their share. Generally Council will not borrow to fund operating costs, however Council may enter into short-term borrowing arrangements to manage cashflows. More detail about Council's borrowing is set out in the Investment and Liability Policy.	✓	✓	✓	✓

* Application depends on how the activity to which capital expenditure relates is funded.

3.2.1 Summary of funding sources

Table 2 shows the resulting likely proportions of funding from each source that will be used to fund operating expenditure for LTP activity groups and activities/sub activities. This summarises the outcomes of the funding needs analysis in section 3.2.2. Non-direct corporate support costs (for overhead functions like people/capability, finance, strategy/policy and customer service) are allocated at the activity group* level only (grey shading) and are largely funded by general rates.

For **operational expenditure**, funding proportions for each activity are expressed as ranges - **low** (<33%); **medium** (33 to ≤66%); **high** (>66%). The resulting funding proportions are not intended as an exact realisable proportion. Rather they provide an indication of the main sources of funding over ten years. At times minor costs may be funded from a source not indicated.

Capital expenditure funding contributions are identified in section 3.2.2. The proportion of capital costs funded from each source will vary depending on the type of project and the funding available.

Table 2: Summary of operating expenditure funding sources by activity group*and sub-activity (showing proposed changes)

Activity Group & Activity	Sub-activity	General rate	Targeted Rates	Fees and Charges	Other Sources (incl subsidies/grants)
Community Resources*		Medium	Medium	Low	Low
Community Facilities	Halls		High	Low	Low
	Toilets	High		Low	Low
	Council / community buildings	Medium	Low		Medium
Community Services	Cemeteries	High		Medium (was Low)	Low
	Community Housing	Low			High
	Library Services	High		Low	Low
Open Spaces		Medium	High		Low
Waste Services		Low	Medium	Low	Low
Electricity Supply (SIESA)			Low	High	Low
Stormwater Drainage*		Low	High		Low
Transport*		Low	High	Low	Low
Roads, Footpaths, Airport and Cycle Trails	Roads, Footpaths and Cycle Trails	Low	High	Low	Low
	Airport	Consultation options:			
		1+2: Low 3: Medium 4: High	High Medium Low	Low Low Low	Low Low Low
Water Facilities		Low	High (was Low)	Low (was High)	High (was Low)
Sewerage*		Low	High	Low	Low
Water Supply*		Low	High	Low	Low
Community Leadership*		High	Low		Low
Representation and Advocacy		High			Low
Community and Futures		High	(was Low)		Low
Community Assistance		Low (was Medium)	Medium		Low
Environment Services*		Medium		Medium	Low
Environment Services	Resource Management	High		Low	Low
	Animal Services	Low		High	Low
	Environmental Health	Medium		Low (was Medium)	Low
	Building Solutions	Low		High	Low
Emergency Management		High			
Funding band key:		Low (<33%)	Medium (33% to ≤ 66%)	High (>66%)	

Generally the process for funding operating costs of these activities is as follows:

- recover the full designated portion of operating costs from users fees and charges provided there are no legislative or practical constraints;
- use operating grants or subsidies to reduce the gross cost to be funded;
- apply any other relevant funding available such as interest, reserves and borrowing (largely for financially significant one-off projects that extend the life of an asset e.g. painting);
- where it is not practical to charge users a fee or charge but users still need to contribute, targeted rates may be set;
- any net income from investments may then be applied and any residual requirement will be funded through general rates.

More detail about Council's rating policies (including the details of targeted rates and how they are applied, the level of the UAGC, and the details of any differentials) are outlined in the LTP Rates Funding Impact Statement.

3.2.2 Detailed activity funding needs analysis (sub-activity level)

The detailed sub-activity funding analysis below demonstrates Council’s consideration of the factors in s 101(3) of the LGA in terms of its funding source choice. It excludes the non-direct corporate support costs.

Table 3: How to read the activity funding needs analysis table

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment LGA s101(3)(b)				Indicative Funding Source (funding range) - catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined		
							General	Targeted	General	Targeted	
GROUP: This is the broad grouping of activities as shown in the LTP (e.g. Community Resources)											
Activity: This is the set of activity functions under the broader Activity Group e.g. "Community Facilities"											
Sub activity: This is the specific groups of business units under each activity e.g. "Halls"											
These are the community outcomes that the activity contributes to and which Council considers when assessing whether the proposed funding source will promote or work against the achievement of community outcomes. This may result in an adjustment to the proposed funding sources.	This briefly describes who benefits from the activity. For operating expenditure Council will consider how the benefit of an activity applies to households, businesses and the community as a whole. Generally, individual benefit leads to fees and charges, location based benefits lead to targeted rates, and community wide benefits leads to general rates or targeted rates applied across the district. For capital expenditure the benefit distribution is similar to operating expenditure unless Council resolves otherwise. Council may also choose to target those people or organisations who primarily benefit through lump sum options or targeted rates.			This identifies whether the activity has to be done because the actions or inactions of individuals or groups creates the need to undertake the activity (e.g. nuisances / polluters). Council may choose to target these people or organisations through fines, charges or targeted rates.	This describes the timeframe over which that the benefits are delivered (e.g. one-off, ongoing or intergenerational). For most operating expenditure the benefit is received in the year the expense is incurred making it appropriate to fund through annual operating revenues (rates, fees etc). Some operational expenditure may have a benefit over multiple years and Council may choose to fund the activity over a longer period (by borrowing). For most capital projects the benefit is intergenerational and received over the life of the asset. Council will have regard to the equitable distribution of costs to each generation for the building and renewal of the asset. Funding depreciation (through rates and annual operating revenue) and borrowing (with associated interest costs) are the primary ways to spread the costs over the life of assets.	This considers the costs and benefits funding of the activity separately including consequences for providing transparency and accountability to the community about the costs. In some cases, while it may be desirable to charge individuals, there may be no practical way of doing so. When considering what rates will be charged, the costs and benefits of separate rating mechanisms for separate activities should be weighed up. Council does not wish to make a complex rating or funding system that is expensive to maintain and confusing to interpret, as this will not contribute to improved transparency and accountability. In addition, Council may prefer to use other communication tools to demonstrate to the community how activities are funded.	Rationale This sums up Council's consideration of all of the factors to identify the proportion of the activity that should be funded generally (through general rates, district wide rates or other community wide mechanisms), or through targeted means (targeted rates, fees, charges etc). It signals whether Council has made adjustments to refine this general/targeted allocation as a result of considering the overall impacts on current and future community wellbeing of the proposed funding sources.				This section identifies the proposed funding sources of operating and capital expenditure, including the indicative proportion of funding for each source of operating expenditure funding. For operational expenditure, funding proportions for each activity are expressed as ranges - low (<33%); medium (33 to ≤66%); high (>66%). Where rates are used as a funding source this section identifies the likely catchments for the rates (generally across the district or targeted to specific areas or services). More detail on the rate catchments are included in the LTP Funding Impact Statement (Rates).

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
GROUP: COMMUNITY RESOURCES												
Activity: Community Facilities												
Halls												
<p>► Communities with a sense of belonging for all</p> <p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>Communities with the infrastructure to growThe activity provides spaces for people to come together, which strengthens social connections within communities.</p> <p>The activity also provides common spaces where people can carry out recreational and physical activity.</p>	<p>Low</p> <p>The whole community benefits from the option they have to use halls which are available for public use.</p> <p>Facilities are spread widely across the district and have a range of community uses.</p> <p>Council also supports some privately owned halls.</p>	<p>Medium</p> <p>Parts of the community that have a hall nearby have easier access and may experience a greater benefit than those who have to travel a longer distance to use a facility, particularly where other options are unavailable.</p>	<p>Medium</p> <p>Groups and individuals that use halls for community and recreational use experience a direct benefit.</p>	<p>Groups and individuals who wish to use facilities for events and activities in their community or to provide a focal point for communities.</p> <p>People wanting to use a hall pay a hire charge. In some cases, vandalism and accidental damage may cause additional costs. Where possible, costs will be recovered.</p>	<p>Current and future years</p> <p>Halls have long useful lives and will benefit both current and future generations.</p> <p>Council does not currently fund the depreciation on halls, with decisions on how to fund replacements or renewals to be made once individual halls reach the end of their useful life.</p> <p>Council may look to divest ownership where this is not critical to the provision of the activity, or the community feedback/usage indicates the hall is no longer needed.</p>	<p>While halls are a relatively small part of Council’s overall expenditure, each community generally has a stronger connection to the halls in their local area compared to those in other parts of the district. As such, while the funding of this activity is included under community resources, targeted rates enable the different funding needs of each hall to be shown and allows for variations in the type of hall and level of service provided to various communities across the district.</p>	10%	90%	0%-20%	80%-100%	<p><i>Operational</i></p> <p>Targeted rates (High) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	
Toilets												
<p>► Communities committed to the protection of our land and water</p> <p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with the infrastructure to grow</p> <p>The activity provides clean, safe and sanitary toilet facilities for visitors and residents along key travel routes and in high public use areas such as commercial areas, parks, beaches, playgrounds and freedom camping areas.</p> <p>The activity also ensures that human waste is appropriately dealt with to minimise any environmental or public health impacts.</p>	<p>High</p> <p>The whole community benefits because all people from within and outside of the district have the ability to use public toilets. There are also wider public health and environmental benefits through providing facilities for sanitary purposes.</p> <p>Facilities are spread widely across the district.</p>	<p>Medium</p> <p>Parts of the community that have a high number of visitors with toilet facilities nearby may experience a greater benefit. Shops located near public toilets may also benefit indirectly.</p>	<p>High</p> <p>Visitors and residents that use toilet facilities experience a direct benefit.</p>	<p>Visitors and residents. While there are benefits to individuals who use the facilities, charging them for use may act as a disincentive and result in negative outcomes.</p> <p>In some cases, vandalism may cause additional costs. Where possible, costs will be recovered.</p>	<p>Current and future years</p> <p>Public toilets have long useful lives and will benefit both current and future generations.</p> <p>Council does fund depreciation on public toilets.</p>	<p>Toilets make up a small part of Council’s overall expenditure and are generally maintained to a consistent standard across the district. As such it is appropriate to amalgamate funding under community resources and use community wide funding sources (general rates) to minimise collection costs.</p>	50%	50%	80%-100%	0%-20%	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p>Fees and charges (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Council/community buildings												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>The activity involves the maintenance and management of other Council properties which support the provision of Council services (like libraries) and other community delivered services (like maternity services or communication services). Some of the buildings and structures have a tourism/economic or heritage/memorial value.</p>	<p>Medium</p> <p>The whole community benefits from land and buildings that support the delivery of Council services or facilities that are available for public use.</p>	<p>Medium</p> <p>Parts of the community that have land and buildings that support the delivery of community services in that location, benefit directly.</p>	<p>Low</p> <p>Property lessees are the direct beneficiaries of the activity and generally the space can only be occupied by one lessee at a time.</p>	<p>Groups and individuals who wish to use buildings or access the services delivered in them or retain them for their economic heritage/memorial value.</p>	<p>Current and future years</p> <p>Community buildings and structures have long useful lives and will benefit both current and future generations.</p> <p>Council does fund depreciation on some facilities like Council offices with decisions on how to fund replacements or renewals of other buildings to be made once facilities reach the end of their useful life.</p>	<p>Given that most of these buildings are offices and used to support the delivery of all services, it is appropriate to amalgamate funding of under community resources with the majority of funding from community wide sources (general rates). A small portion of targeted rates are also used to fund local buildings used to provide community services in each area.</p>	<p>50%</p> <p>50%</p> <p>50%-100%</p> <p>0%-50%</p> <p>Rationale</p> <p>Most of these buildings and structures are used to support the delivery of other Council services and as such are funded from rates. The remainder, where there is exclusive use of community buildings, are funded via individual leases. Some leases are at subsidised rates to 'not for profit' organisations, considering the positive impacts of these organisations on the community.</p> <p>Operational costs are funded through general rates as well as rental/lease income.</p> <p>Capital expenditure will primarily be funded by reserves or borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth rates input.</p>	<p><i>Operational</i></p> <p>General rate (Medium) - District</p> <p>Targeted rate (Low) – Areas of service</p> <p>Other sources (Medium)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>				
Activity: Community Services												
Cemeteries												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities committed to the protection of our land and water</p> <p>The activity provides a memorial space where family and friends can remember others as well as a record of community history and heritage.</p> <p>The activity also ensures internments are managed in a way to minimise any environmental or public health impacts.</p>	<p>Low-Medium</p> <p>The whole community benefits from the provision of an interment system that remembers and respects those who have passed away and maintains public health and environmental standards through safe disposal of human remains.</p> <p>Records of interment are linked to the history of the community and are of public benefit.</p> <p>Facilities are spread widely across the district.</p>	<p>Low-Medium</p> <p>Parts of the community that have a council owned and operated cemetery nearby may experience a greater benefit from being able to have family members buried nearby.</p>	<p>Medium-High</p> <p>Families and friends of the deceased (from within and outside of the district) are the direct beneficiaries of the service with individual gravesites provided for remembrance and burial as well as cemetery records which are available to those researching family history.</p>	<p>People wanting to be buried in the district pay interment fees. In some cases, vandalism and failure to maintain headstones may cause additional costs. Where possible, costs will be recovered.</p>	<p>Current and future years</p> <p>Cemeteries have long useful lives and will benefit both current and future generations. The cemeteries do have limited capacity and extensions are required when existing capacity is exhausted.</p>	<p>Cemeteries make up a small part of Council's overall expenditure. Given this and that cemeteries are generally maintained to a consistent standard across the district, it is appropriate to amalgamate funding under community resources and use community wide funding sources (general rates) to minimise collection costs.</p>	<p>60%</p> <p>40%</p> <p>50%-75%</p> <p>25%-50%</p> <p>Rationale</p> <p>While the main beneficiaries of the activity are those who use the service for interments, there are also a number of costs related to maintaining cemetery grounds and interment records.</p> <p>Council believes that the costs of interments should be borne by the users through fees. The costs of providing and maintaining cemetery grounds and internment records have a general benefit making it appropriate to fund these costs from general rates, particularly given that there is limited ability to charge for future maintenance costs through interment fees.</p> <p>Operational costs are funded through a mix of fees and rates.</p> <p>Capital costs will primarily be funded by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth rates input. From time to time some communities may also choose to provide grant funding for specific discretionary projects for cemeteries in their area.</p>	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p>Fees and charges (Medium)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>				

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Community Housing												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities with the infrastructure to grow</p> <p>This activity provides good quality affordable housing to people in need enabling them, where possible, to remain socially connected and living in their local community.</p>	<p>Low</p> <p>The whole community benefits as the provision of low cost housing provides comfort to the wider community that vulnerable groups are being assisted supporting the.</p>	<p>Low</p> <p>Vulnerable groups in the community can access affordable housing to remain living in their local community where this is provided.</p> <p>Parts of the community that have council owned and operated housing nearby may experience a greater benefit from having friends and family living nearby.</p> <p>Facilities are available at key locations in the district.</p>	<p>High</p> <p>Occupants of the housing units and their friends and family.</p>	<p>People who have a need for assistance with accommodation with either limited financial means or living in communities with limited housing availability.</p>	<p>Current and future years</p> <p>Housing units have long useful lives and will benefit both current and future generations but require ongoing repairs and maintenance.</p> <p>Council does not currently fund the depreciation on community housing, with decisions on how to fund replacements or renewals to be made once units reach the end of their useful life.</p>	<p>Community housing makes up a small part of Council’s overall expenditure and is largely funded from rents. As such it is appropriate to amalgamate funding under the community resources activity and use targeted funding sources.</p>	<p>10%</p>	<p>90%</p>	<p>0%-20%</p>	<p>80%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Other sources (High)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	
Library Services												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>The activity provides access to printed and digital resources for education and recreation which promotes literacy and supports people to be more socially connected through the exchange of thoughts and ideas. They also provide access to resources to help with family or local history research and act as a community hub.</p>	<p>Medium</p> <p>The activity benefits the whole community by building the knowledge and skills of residents, providing for their general enjoyment and social interaction.</p> <p>These resources are available and accessible to all.</p> <p>Facilities (including the bookbus) are available throughout the district and online.</p>	<p>Medium</p> <p>Parts of the community that have a library nearby have easier access and may experience a greater benefit than those who have to travel a longer distance to use a facility.</p>	<p>High</p> <p>Individuals who use the resources provided receive a direct benefit.</p>	<p>Library members and visitors who access books, computers and other library resources and staff knowledge.</p> <p>In some instances Council incurs costs where people do not return items with fines charged where possible.</p>	<p>Current and future years</p> <p>Library resources like books and computers have relatively short useful lives and are renewed and replenished on a rolling basis.</p> <p>However, there is also an on-going intergenerational benefit from these resources as centres of learning and knowledge.</p>	<p>Library services make up a small part of Council’s overall expenditure. As such it is appropriate to amalgamate funding under community resources and use community wide funding sources (general rates) to minimise collection costs.</p>	<p>50%</p>	<p>50%</p>	<p>80%-100%</p>	<p>0%-20%</p>	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Activity: Open Spaces												
Parks, reserves, playgrounds and street litter bins s												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>The activity provides open spaces where people can relax, connect and participate in sport and recreation, contributing to community health and wellbeing. Green spaces, landscapes and streetscapes are restful and enhance/maintain the visual appeal of areas and increase appreciation of natural areas.</p>	<p>High</p> <p>The whole community benefits through the provision of open spaces. Individuals and groups can pursue active and passive leisure pursuits and learn about the natural environment. This can enhance community pride, contribute to community health and wellbeing, and generate positive perceptions of the district.</p> <p>Facilities are available throughout the district.</p>	<p>High</p> <p>Parts of the community that have open spaces in their local area have easy access and may experience a greater benefit than those who have to travel a longer distance to use a facility.</p> <p>Open spaces and streetscapes also contribute to each community's sense of place.</p> <p>There may also be some benefit to business by having open spaces that attract and provide for visitors.</p>	<p>Medium-High</p> <p>Individuals and groups receive private benefit through their use of parks and sportsfields for recreational pursuits, events and organised sport. Some facilities are leased to sporting, recreational, cultural and community groups, who may have exclusive rights to use them.</p>	<p>The community in general creates the need, with some specific groups creating a need for particular facilities (sportsfields, playgrounds). Visitors who appreciate the aesthetic aspects and utilise the spaces and facilities also create a need. Council also incurs costs for disposing of rubbish from people using reserves as well as occasional vandalism. Where possible Council will look to recover the costs of vandalism.</p> <p>New development may also create a need for additional open spaces.</p>	<p>Current and future years</p> <p>Parks, reserves, playgrounds and streetscapes have long useful lives and will benefit both current and future generations. These also require ongoing repairs and maintenance annually.</p> <p>Council does not currently fund the depreciation on open space assets, with decisions on how to fund replacements or renewals to be made once units reach the end of their useful life.</p>	<p>As this activity makes up a relatively small amount of overall expenditure, it is appropriate to amalgamate under community resources. However, while open spaces are available across the district, there are differences in the scale and level of service provided in different areas making it appropriate to use a mix of funding sources with targeted funding of local facilities and community wide funding sources (general rates) used for facilities that have significance/value for the entire district. Where spaces are leased to clubs and community groups, fees will be charged.</p>	20%	80%	30%-60%	40%-70%	<p>Rationale</p> <p>Generally, access to open spaces is unrestricted and charging individuals for their enjoyment of open spaces is not practical or desirable. In addition, while lease and rental income may apply where individuals or groups enjoy exclusive access or have additional requirements over and above standard maintenance, these are set at a level to ensure people are not deterred from using facilities. Charging those who use litter bins or cause vandalism is not practical and as such these costs will largely be funded through rates.</p> <p>Those living in communities nearer open spaces have easier access making it appropriate to fund the majority of these spaces via targeted rates in these locations. In addition, it is also appropriate that all properties in the district also contribute to reflect the wider community wellbeing benefit from being able to access open spaces.</p> <p>Operational costs of this activity are funded mainly through targeted rates and the general rate.</p> <p>Capital expenditure will be funded by reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth funding input. Grants may be available from time to time but are difficult to predict. Financial and development contributions from developers may also be used to fund capital expenditure to mitigate the effect of developments or providing additional capacity.</p>	<p><i>Operational</i></p> <p>General rate (Medium) - District</p> <p>Targeted rates (High) - Area of service</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Financial and/or development contributions</p> <p>Other sources including reserves</p>

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Activity: Waste Services												
Refuse, Recycling, Transfer Stations, Greenwaste, Wheelie Bins												
<p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity provides a range of solid waste management facilities including transfer stations, recycling / greenwaste sites and wheelie bin collections that enable people to dispose of their waste appropriately. The activity also supports waste reduction, reuse and recycling facilities and initiatives that help to maintain the health of the community and the natural environment.</p>	<p>Medium</p> <p>The whole community benefits from facilities that enable the community to dispose of waste appropriately. This helps to protect public health, maintains the attractiveness of areas and reduces environmental contamination from incorrect waste disposal. Education and recycling programmes benefit the environment and society in general. Facilities are available throughout the district.</p>	<p>Medium</p> <p>Parts of the community that have solid waste facilities or kerbside collection services in their local area have easy access and may experience a greater benefit than those who have to travel a longer distance to use a facility (particularly rural properties).</p>	<p>High</p> <p>Individual users (households / businesses / visitors) of the various Council-provided services, particularly kerbside bin collections, transfer stations and recycling / greenwaste sites.</p>	<p>The community in general creates the need by producing waste. In some cases, inappropriate disposal of hazardous waste and illegal dumping-causes additional costs which will be recovered if possible and economically viable to do so.</p>	<p>Current and future years</p> <p>There are intergenerational benefits to the community of facilities that have long useful lives. The activity also protects the environment from the adverse impacts of waste which can have a longer term benefit. Council does fund depreciation on waste assets excluding wheelie bins.</p>	<p>As this activity makes up a relatively small amount of overall expenditure, it is appropriate to amalgamate funding under community resources. Targeted funding sources (targeted district-wide wheelie bin rates and transfer stations fees) ensure users are funding the majority of collection and disposal costs. The remaining costs of waste minimisation (including recycling centres and greenwaste sites) and transfer stations are funded from community wide funding sources (general rates) to encourage use of the services and reduce landfill material given the wider environmental and community benefits.</p>	30%	70%	0%-40%	60%-100%	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (Medium) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Activity: Electricity Supply												
Stewart Island Electricity Supply (SIESA)												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity generates and supplies a convenient and reliable source of electricity, which is essential for business, industry and residential needs on Stewart Island/Rakiura. The activity also operates waste collection services for the island.</p>	<p>Low</p> <p>The whole community benefits because the electricity supply supports the island. As a key tourism destination, there is also a flow-on economic benefit to the rest of the district when visitors also choose to travel to other areas of the district. A coordinated supply also reduces the impact on the unique natural environment, which is located within a conservation estate.</p>	<p>Medium/High</p> <p>SIESA provides electricity services for the Stewart Island/Rakiura community and supports the community's economic and social wellbeing by providing an essential service to local residents, businesses and visitors. The single generation source of electricity and waste management practice also reduces the impact on the local environment and protects amenity values for residents.</p>	<p>High</p> <p>Individual property owners and businesses that are connected or able to connect to the supply receive a private benefit.</p>	<p>Residents, businesses and visitors create the need.</p>	<p>Current and future years</p> <p>The electricity lines have long useful lives and will benefit current and future generations. Diesel generators have shorter lives. Council does fund depreciation on SIESA assets.</p>	<p>As this activity makes up a relatively small amount of overall expenditure, it is appropriate to amalgamate funding under community resources. A mix of targeted funding sources (electricity charges and targeted rates) are used to reflect a user pays approach and ensure electricity consumers are aware of the costs associated with their use and to reflect the general benefit to island properties of having a reliable electricity network available.</p>	<p>5%</p>	<p>95%</p>	<p>0%-10%</p>	<p>90%-100%-</p>	<p>Rationale</p> <p>The majority of the costs will be funded from fees and charges to reflect the targeted benefit received by individual properties connected to the supply.</p> <p>A small portion of the costs are funded by rates recognising the flow-on benefits to the district from this activity (tourism and conservation of the unique island environment). Rate funding also recognises that there is a general community benefit from having a reliable and convenient supply of electricity that people choosing to live/build on the Island can connect to.</p> <p>Operational costs are mainly funded through a mix of fees and charges (e.g. fixed monthly charge, consumption charges and connection charges) and a contribution from a targeted rate.</p> <p>Capital expenditure will primarily be funded by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth rates input. Grants may be available from time to time for specific projects but are difficult to predict</p>	
<p><i>Operational</i></p> <p>Targeted rates (Low) - Area of service</p> <p>Fees and charges (High)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Financial and/or development contributions</p> <p>Other sources including reserves</p>												

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
GROUP: STORMWATER DRAINAGE												
Activity: Stormwater												
Stormwater Drainage												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity provides a safeguard for public health/safety and also helps to maintain access to properties during periods of wet weather. The activity also protects the environment by controlling pollutants and sediments in stormwater discharges to waterways or coastal areas.</p>	<p>Medium</p> <p>The whole community benefits because of the decreased risk to community infrastructure of flooding, the treatment of stormwater to protect the environment, and the maintaining safe transport links and accessibility during rainfall events.</p>	<p>High</p> <p>Parts of the community where a stormwater network is provided (typically urban areas) are likely to experience a greater benefit because these people, their land and their property are better protected from flooding. Property owners downstream and people who visit these areas or use services in these areas also benefit, but to a lesser extent.</p>	<p>High</p> <p>Individual property owners connected to a scheme benefit from the safe and efficient management of stormwater away from their properties.</p>	<p>Urban development reduces the amount of permeable land area available for stormwater removal, which creates the need for this activity. Changing weather patterns and increased rainfall also contribute to the need for stormwater.</p>	<p>Current and future years</p> <p>Stormwater infrastructure has a long useful life and will benefit both current and future generations. Council does not currently fund the depreciation on stormwater, with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</p>	<p>While this activity makes up a relatively small portion of overall expenditure, given legislative requirements and the increasing importance of stormwater, it is appropriate to show funding of this activity separately. A mix of community wide funding sources (district-wide targeted and general rates) provide transparency around the costs associated, with general rates used to fund some of the corporate support costs allocated to the activity.</p>	20%	80%	0%-20%	80%-100%	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of service</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined		
							General	Targeted	General	Targeted	
GROUP: TRANSPORT											
Activity: Roads, Footpaths, Airports and Cycle Trails											
Roads, Footpaths (including Around the Mountains Cycle Trail)											
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities with the infrastructure to grow</p> <p>This activity provides and maintains transport networks (such as roads, footpaths and bridges), and traffic control mechanisms (such as signage, lighting and road markings). This activity provides for the safe and efficient movement of goods, services and people throughout the district which helps the community to remain connected and have active lifestyles and supports the local economy. The activity also provides for the Around the Mountain Cycle trail, which provides accessibility, tourism and recreational opportunities.</p>	<p>Medium</p> <p>The whole community benefits from accessibility of the district and ease of transportation, connections to other transport networks, as well as property location/identification.</p>	<p>High</p> <p>Rural landowners, industries and businesses benefit from being able to efficiently transport goods, services, customers and employees to and from their properties as well as visitors and tourists. Pedestrians in communities where footpaths and streetlights are provided (typically urban areas) have easy access and may experience a greater benefit than those who live in areas without footpaths/streetlights</p>	<p>High</p> <p>Individuals, groups and businesses using the roading and footpath network to carry out their day-to-day business and activities.</p> <p>Utility networks that use the road corridor for their services.</p>	<p>The community in general creates the need and an extensive network is needed to service urban and rural areas. Heavy vehicles transporting freight have a significant impact and are a significant cost driver with these vehicles causing most of the structural pavement damage requiring maintenance and renewal.</p> <p>Weather, climate and heavy vehicles can shorten the lives of portions of the network</p> <p>In some cases, additional costs may be created through vandalism and accidents.</p>	<p>Current and future years</p> <p>Road, footpath and cycle trail infrastructure has a long useful life and will benefit both current and future generations. Council does not currently fund the depreciation on community housing, with decisions on how to fund replacements or renewals to be made once units reach the end of their useful life.</p> <p>Council does fund depreciation on roads and cycle trail assets but does not currently fund the depreciation on footpaths with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</p>	<p>Given legislative requirements and the importance/financial scale of the activity, it is appropriate to fund the activity separately. The use of community wide funding sources (district-wide targeted rates) reflects the consistent standard and management approach taken across the district and provides transparency around road funding.</p> <p>Given that footpaths, streetlights and cycle trails make up a small amount of expenditure, it is appropriate to amalgamate these with roading under the transport activity. However, because of differences in the scale and level of service provided in various parts of the district, targeted rates enable variable funding levels for each area.</p>	30%	70%	0%-30%	70%-100%	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - District + Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Financial and/or development contributions</p> <p>Other sources including reserves</p>

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range showing proposed consultation options) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined (showing proposed consultation options)			
							General	Targeted	General	Targeted		
Airports												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with the infrastructure to grow</p> <p>The Te Anau Manapouri airport provides aerodrome services (landing, take off and ground handling facilities) for scheduled airline services as well as locally based commercial, aero medical, agricultural, training and recreational aviation. The facility also provides a function center. As such the facility supports access to Fiordland, provides transport options for tourism and other businesses and provides a social space for residents.</p>	<p>Low</p> <p>The whole community benefits from having an alternative transportation option that connects Fiordland with the rest of New Zealand and the world, and provides convenient access for visitors and businesses with flow-on economic benefits to the district when visitors also choose to travel to other areas.</p>	<p>Medium/High</p> <p>The airport provides aerodrome services for the local Fiordland community and supports the local economy by providing a transportation service to local tourism operators, aviation businesses and residents. The activity also provides an alternative transportation option in the event of an emergency.</p>	<p>Medium/High</p> <p>Recreational pilots and commercial users who use the airport for their business, and individuals who hire the facilities for events, receive a private benefit from the activity.</p>	<p>Aircraft operators, businesses and the rural sector use the airport for their operations and individuals who use the airport for recreation create the need. To an extent, the presence of the Fiordland community also generates a need to provide flight connections to the area.</p>	<p>Current and future years</p> <p>The airport buildings and runway have long useful lives and will benefit current and future generations. Council does not currently fund the depreciation on airport assets, with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</p>	<p>Given the airport is a relatively small part of Council’s overall expenditure and primarily provides access to and from Fiordland, it is appropriate to amalgamate funding under transport and use a targeted rate to provide transparency to the community about the activity costs.</p>	10%	90%	<p>Option 1: 0%-15% (Current)</p> <p>Option 2: 0%-30%</p> <p>Option 3: 0%-50%</p> <p>Option 4: 100%</p> <p>Option 5: Other</p>	<p>85%-100% (Current)</p> <p>70% to 100%</p> <p>0%-50%</p> <p>0%</p> <p>Other</p>	<p><i>Operational</i></p> <p>Option 1+2: General rate (Low) – District Targeted rates (High) – Area of service</p> <p>Option 3: General rate (Medium) – District Targeted rates (Medium) – Area of service</p> <p>Option 4: General rate (High) – District Targeted rates (Low) - Area of service</p> <p>Option 5: General rate (TBC) – District Targeted rates (TBC) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Water facilities												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>Water infrastructure like boat ramps, jetties, wharves and navigation aids enable recreational and commercial access to waterways as well as the ability for residents and visitors to access critical services/goods where the only practical access is available by water. Water facilities provide residents and visitors with easier access to special parts of the district, which enables appreciation of unique natural environments.</p>	<p>Medium</p> <p>The whole community benefits because the infrastructure is part of the larger transportation network that allows for the movement of people and goods throughout the district. The infrastructure also facilitates recreational activities and access to unique natural environments with flow-on economic and tourism benefits. Control structures (i.e. navigation aids, stop banks and marine walls) also support the environment (by protecting from flooding) and help ensure public safety (by having aids that improve navigation).</p>	<p>Medium</p> <p>The parts of the community that have water facilities and boats have easier access and may receive a more direct benefit - with flow-on recreational on economic benefits to the local area where facilities are provided. The activity also provides alternative transportation options to remote areas in the event of an emergency.</p>	<p>Medium/High</p> <p>Recreational and commercial users who use water facilities receive a private benefit from the activity. Commercial use includes vessel mooring and transporting goods/services/visitors. Facilities are also used by the fishing/aquaculture industry for employees to access work locations. Recreational use includes boating, fishing, and access for hunting and tramping.</p>	<p>Commercial and recreational marine users create the need for the activity. In some cases, additional costs may be caused by damage from vessels. Council may be able to recover damage-related costs where liability is able to be determined.</p>	<p>Current and future years</p> <p>Infrastructure associated with water facilities has a long useful life and will benefit current and future generations. Council does not currently fund the depreciation on water facilities, with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</p>	<p>As water facilities are a relatively small part of Council’s overall expenditure, it is appropriate to amalgamate funding of under transport. Because these facilities predominantly provide benefits to specific communities, and, given the differences in the scale and level of service provided in different areas, it is also appropriate to fund the activity via targeted rates.</p>	<p>30%</p>	<p>70%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (High)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
GROUP: SEWERAGE AND THE TREATMENT AND DISPOSAL OF SEWAGE												
Activity: Wastewater (sewerage)												
Wastewater (sewerage)												
<p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>The activity provides a sewage disposal service to built up areas within the district, which helps to protect the environment, public health in built up areas and maintain the attractiveness of urban areas as well as enabling economic development by managing wastewater produced by local businesses and industries.</p>	<p>Low</p> <p>The whole community benefits from the appropriate management of sewage and wastewater as this helps to protect public health and prevent environmental pollution. It also supports commercial and industrial businesses, which has flow-on benefits to the wider economy.</p>	<p>Medium</p> <p>People, properties and businesses in the serviced areas benefit because the collection and treatment of sewage reduces the possibility of health problems in high density communities where on-site systems are not effective. The activity also ensures the disposal of sewage does not negatively impact the amenity value of an area or effect nearby waterways. It also enables commercial and industrial businesses in these areas to dispose of their trade waste.</p>	<p>High</p> <p>Individual consumers who want to and are able to connect to a Council scheme can be identified as the beneficiaries as they can dispose of their wastewater safely and conveniently. Tankered waste businesses, whilst not connected, are able to discharge their effluent at treatment plants and therefore also benefit.</p>	<p>Premises with greater sewage production (e.g. multiple toilets/pans or commercial and industrial enterprises creating trade wastes) can impact/ increase the load on treatment facilities. Growth in certain areas of the district can also contribute to the need, and require expansion of infrastructure.</p>	<p>Current and future years</p> <p>Sewerage infrastructure has a long useful life and will benefit both current and future generations. Council does fund depreciation on wastewater assets.</p>	<p>Given legislative requirements and the importance/financial scale of the activity, it is appropriate to show the funding of this activity separately. A mix of community wide funding sources (targeted and general rates) provide transparency around the costs associated, with general rates used to fund some of the corporate support costs allocated to the activity. In addition, a small portion of other income (charges to trade waste producers) also targets some of the costs.</p>	<p>30%</p>	<p>70%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Financial and/or development contributions</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined		
							General	Targeted	General	Targeted	
GROUP: WATER SUPPLY											
Activity: Water Supply											
Water supply											
<p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>The activity provides a safe and reliable water supply for people to drink and clean with. This, and the firefighting capability of the water supply helps to protect public health in built up areas and property and supports a healthy environment.</p> <p>The activity also supports a productive economy by providing commercial, industrial and in some instances farms (via stock water supplies) with access to clean water for their activities.</p>	<p>Low</p> <p>The whole community benefits from the provision of potable water, which provides public health and sanitation benefits. It also enables commercial and industrial businesses to have access to clean water for their activities which has flow-on benefits to the wider economy.</p>	<p>Medium</p> <p>People, properties and businesses in the serviced areas benefit from the availability of a safe and reliable water supply and the provision of firefighting capacity.</p>	<p>High</p> <p>Individual consumers connected to a Council serviced water supply get a direct benefit by having access to potable drinking water for domestic, business, industrial and stockwater uses.</p>	<p>People who are connected to the water schemes primarily create the need.</p> <p>Commercial and industrial enterprise and other high users can place extra burden on the supply.</p> <p>Dry areas of the district and areas with a greater number of visitors can also create peaks in demand for water and create additional costs to treat and supply a greater quantity of water or the need for new water sources.</p> <p>Growth in certain areas of the district can also contribute to the need and require expansion of infrastructure.</p>	<p>Current and future years</p> <p>Water supply infrastructure has a long useful life and will benefit both current and future generations.</p> <p>Council does fund depreciation on water assets.</p>	<p>Given legislative requirements and the importance/financial scale of the activity, it is appropriate to show the funding of this activity separately. A mix of community wide funding sources (targeted and general rates) provide transparency around the costs associated, with general rates used to fund some of the corporate support costs allocated to the activity. In addition, a small portion of other income (charged for high/extraordinary water use) also targets some of the cost.</p>	30%	70%	0%-30%	70%-100%	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of service</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Financial and/or development contributions</p> <p>Other sources including reserves</p>

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
GROUP: COMMUNITY LEADERSHIP												
Activity: Community Leadership												
Representation and Advocacy												
<div>► Communities which are connected and have an affordable and attractive lifestyle</div> <div>► Communities with a sense of belonging for all</div> <div>This activity provides for the ability to elect local representatives and supports elected members to be effective, responsible and accountable decision-makers and advocates for their community. This contributes to the open, transparent and accountable democratic process of local government.</div>	High The whole community benefits as council and community boards are the vehicles for making decisions affecting the whole district. Enabling decision-making at a range of levels helps to ensure as far as practical that those benefitting from services have an opportunity to have an input into decisions.	Medium Community boards and other local committees represent particular areas or interests within the district.	Low Individuals who interact directly with Council and engage in decision-making processes get a direct benefit.	Living in a democratic society contributes to the need for this activity.	Current year The benefit of this expenditure is generally experienced annually by the current generation. Advocacy on specific long-term issues may also benefit future generations.	Given the governance role that this activity provides across all Council operations, it is appropriate to amalgamate funding under community leadership and use community wide funding sources (general rates) to minimise collection costs.	95%	5%	100%	0%	<div>Operational General rate (High) - District Other sources (Low)</div> <div>Capital General rate Borrowing Proceeds from asset sales Other sources including reserves</div>	
Community and Futures												
<div>► Communities which are connected and have an affordable and attractive lifestyle</div> <div>► Communities with a sense of belonging for all</div> <div>► Communities committed to the protection of our land and water</div> <div>► Communities with the infrastructure to grow</div> <div>This activity works with community groups, other agencies and across Council to grow partnerships that improve community wellbeing overall by building the community capacity and capability. It also provides opportunities to participate meaningfully in shaping the district and supports economic development activities to increase employment/incomes and improve the long-term economic sustainability of the district.</div>	High The whole community benefits from having strong communities and encouraging collaboration and partnerships. Benefits from regional economic development and district promotions accrue largely to the community. This is due to the ongoing economic benefits created from business support, promotion, visitor spending, creation of employment and investment in the potential of the district.	Low-Medium The activity does benefit particular communities or groups in some instances (e.g. youth, clubs, volunteer groups, retailers, tourist operators, accommodation providers). However it is often impractical and undesirable to target funding from these groups.	Medium Some benefits may accrue to businesses or individuals using these services or involved in particular initiatives (e.g. community organisations or tourism operators) or people who gain employment.	All businesses, individuals, agencies, visitors and community groups in the district create the need.	Current year and future years The benefits of this expenditure is generally experienced annually by the current generation. The outcomes of community led development, planning and engagement and regional economic development may, however have longer term impacts that also benefit future generations.	Given the wider role that this activity plays in building community capability, it is appropriate to amalgamate funding under community leadership and use community wide funding sources (general rates) to minimise collection costs.	70%	30%	80%-100%	0%-20%	<div>Operational General rate (High) – District Other sources (Low)</div> <div>Capital General rate and targeted rates Proceeds from asset sales Other sources including reserves</div>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Community Assistance												
<div>► Communities which are connected and have an affordable and attractive lifestyle</div> <div>► Communities with a sense of belonging for all</div> <div>► Communities committed to the protection of our land and water</div> <div>► Communities with the infrastructure to grow</div> <div>This activity provides funding support to various individuals and organisations to undertake a range of social, cultural and economic initiatives throughout the district, which benefit the wellbeing of the community.</div>	Medium The whole community benefits from funding provided to organisations that deliver services and activities to meet the social, cultural and economic needs of the community. Support is provided to organisations throughout the district.	Medium Groups and organisations can receive benefit, through the receipt of funding to support their activities.	Medium Individuals receive benefit, through the receipt of funding to support their activities. Individuals who use any of the facilities/services offered by organisations that receive funding from Council, also will benefit.	Individual community groups that are seeking assistance create the need. The community also creates the need by requiring various services.	Current year The benefits of this expenditure is generally experienced annually by the current generation. The outcomes of funding (in terms of the impact on people and communities) may have longer term impacts that benefit future generations, particularly where community facilities are built.	Given the wide role that this activity plays in supporting many parts of the community, it is appropriate to amalgamate funding under community leadership and use a mix of community wide funding sources (general and district-wide targeted rates). In addition location specific targeted rates enable local boards to provide additional grants or community support in their respective areas.	50%	50%	50%-100%	0%-50%	<i>Operational</i> General rate (Low) - District Targeted rates (Medium) - District / Area of service Other sources (Low) <i>Capital</i> General and targeted rates Proceeds from asset sales Other sources including reserves	
GROUP: ENVIRONMENTAL SERVICES												
Activity: Environmental Services												
Resource Management												
<div>► Communities which are connected and have an affordable and attractive lifestyle</div> <div>► Communities committed to the protection of our land and water</div> <div>► Communities with the infrastructure to grow</div> <div>The activity controls the development of the district and provides for the sustainable management and enhancement of the environment and protection of the physical and natural attributes that the community values.</div>	High The whole community benefits from the sustainable management of the district’s natural and physical resources and the appropriate development of land and buildings. The community also benefits from having clear guidelines on how land can be developed which helps to limit the likelihood of conflict as well as potential environmental, social, cultural impacts of developments. Resource consent monitoring and enforcement activities also help to ensure that actual developments comply with consent conditions.	Low The parts of the community where development occurs are protected from the adverse effects that development could create e.g. loss of privacy, inundation, local road congestion.	Medium Benefits accrue to individuals who want to develop land and use these services (i.e resource consent applicants). The activity provides guidelines for development which gives a level of certainty to landowners. There is also often a direct economic benefit received by the applicant (e.g. developers).	Individuals seeking to develop land create the need as well as the wider community who expect there to be appropriate controls over land development. Enforcement costs may also be incurred responding to land owners who do not comply with the rules or consent conditions. Some of the costs related to inspections and enforcement can be recovered. Considerable time can also be spent dealing with individual appeals and objections e.g. where a property owner disputes that a resource consent is required.	Current year and future years The benefits of expenditure on this activity are generally experienced in the current year. However, there are intergenerational benefits of resource management policy and strategy work (including the District Plan and regional climate change strategy) which look to ensure sustainable and appropriate management of land for current and future generations.	Given the commonality with other regulation type activities is it appropriate to amalgamate funding under environmental services with targeted funding sources (fees and charges) applied to ensure users contribute towards the cost. Community wide funding sources (general rates) are also used to fund costs which are unable to recovered by fees including resource management policies and strategies (e.g District Plan) as well as a portion of corporate support costs where full recovery via fees would likely result in undesirable consequences (e.g. developers not applying for consents to avoid paying fees).	40%	60%	60%-100%	0%-40%	<i>Operational</i> General rate (High) - District Fees and charges (Low) Other sources (Low) <i>Capital</i> General rate Fees and charges Grants and subsidies Borrowing Proceeds from asset sales Other sources including reserves	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Animal Services												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>This activity protects human safety and health by reducing nuisances caused by animals through the dog registration and enforcing relevant animal legislation, bylaws and policies relating to dogs and stock.</p>	<p>Low</p> <p>The whole community benefits from the general advice and education provided about dog/stock animal management and through animal control practices which help to protect public safety.</p>	<p>Low</p> <p>Urban parts of the community with housing in close proximity may receive a greater benefit because of the higher probability of animal control complaints related to barking and wandering dogs.</p>	<p>High</p> <p>Animal owners, particularly dog owners, are the main beneficiaries of the activity.</p>	<p>Owners who do not manage their animals appropriately create additional costs associated with investigating complaints, impounding and prosecution of offenders.</p> <p>The general public, who have an expectation and desired standard for animal care and control, also create a need through complaints.</p>	<p>Current year</p> <p>The benefits of the activity are generally experienced in the current year.</p>	<p>Given animal services is a relatively small part of Council’s overall expenditure, it is appropriate to amalgamate funding under environmental services with targeted funding sources (fees and charges) applied to ensure that dog and stock owners contribute towards the cost. A small portion of community wide funding sources (general rates) are also used to reflect the general benefit.</p>	<p>10%</p> <p>Rationale</p> <p>A significant portion of the costs should be borne by animal owners as the majority of the activity relates to their actions or inactions. Given that the service also helps to make the district safer from dangerous animals and reduces public nuisances caused by animals, it is appropriate for a small portion of the costs to be allocated across the district using general rates.</p> <p>Operational costs and the limited capital costs are funded mainly through fees and charges with some general rates input to reflect the wider general benefit of the activity.</p>	<p>90%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Fees and charges (High)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	
Environmental Health												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity promotes safe and healthy public environments by ensuring that activities that may affect public health and safety (e.g. food premises, hairdressers, licensed premises, campgrounds) are safe, comply with the law and any nuisances or risks that could have a negative impact on the community or environment, are dealt with.</p>	<p>Medium</p> <p>The whole community benefits from the activity, as it ensures that facilities and services that have the potential to impact public health and safety meet relevant standards and are safe, healthy and hygienic for the public to use. The activity also ensures nuisances will be responded to.</p>	<p>Low</p> <p>Parts of the community may benefit more than others from bylaws or other regulations which regulate issues (like noise levels, trade waste, hazardous substances) in specific areas.</p>	<p>Medium</p> <p>Customers and owners of the businesses we license/monitor benefit directly from the assurance that premises are of an acceptable and healthy standard and meet legislative requirements (e.g. liquor licensing). Individuals also benefit from the investigation and resolution of nuisances.</p>	<p>Consumers of food, alcohol and other personal health services create the need for this activity. Operators that do not comply with the rules or create nuisances, also create the need for the activity.</p>	<p>Current year</p> <p>The benefits of the activity are generally experienced in the current year.</p>	<p>Given environmental health is a relatively small part of Council’s overall expenditure and similar to other regulatory activities, it is appropriate to amalgamate funding under environmental services. Targeted funding sources (fees and charges) are applied to ensure businesses and the customers who use their services contribute towards the cost. Community wide funding sources (general rates) are also used to reflect the general benefit.</p>	<p>40%</p> <p>Rationale</p> <p>Part of the costs should be borne by licensed businesses and their customers given the benefit they receive from being able to operate their business. Direct inspections of premises are user fees, but some fees are set by government legislation and therefore full cost recovery is not always possible. Given that the service also helps to ensure safe and healthy environments through monitoring and licensing, it is appropriate that a portion of the costs be allocated across the district using general rates.</p> <p>Operational costs and the limited capital costs are funded mainly through user fees and charges with some general rates input to reflect the wider general benefit of the activity.</p>	<p>60%</p>	<p>0%-50%</p>	<p>50%-100%</p>	<p><i>Operational</i></p> <p>General rate (Medium) - District</p> <p>Fees and charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Fees and charges</p> <p>Grants and subsidies</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	

Community outcomes s101(3)(a)(i)	Distribution of benefits s101(3)(a)(ii)			Whose act creates need s101(3)(a)(iv)	Benefit Period s101(3)(a)(iii)	Costs and Benefits of Separate Funding s101(3)(a)(v)	Funding Choice Assessment s101(3)(b)				Indicative Funding Source (funding range) - likely catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Step 1: Initial		Step 2: Refined			
							General	Targeted	General	Targeted		
Building Solutions												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity ensures that buildings and structures are safe and sanitary, reducing risks to people and other property.</p>	<p>Medium</p> <p>The whole community and visitors to the district benefit through the enforcement of regulations that ensure safe, sanitary and accessible buildings. The activity also provides general public benefit through projects, such as identifying insanitary and earthquake prone buildings and providing advice to the public.</p>	<p>Low</p> <p>Parts of the community which are growing may have a greater demand for the services of the building activity. There is some benefit to the construction industry and its customers.</p>	<p>High</p> <p>Individuals (i.e. people who apply for consents and build or alter buildings) receive a direct benefit from ensuring that their building meets requirements.</p>	<p>People undertaking building work create the need. There are also costs incurred in responding to illegal building work or unsafe and insanitary buildings. Some of the costs related to inspections and enforcement can be recovered.</p>	<p>Current year</p> <p>The benefits are generally experienced in the current year. However the outcomes of ensuring safe and good quality buildings are constructed are likely to have longer term benefits.</p>	<p>Given the commonality with other regulation type activities is it appropriate to amalgamate funding under environmental services. Targeted funding sources (fees and charges) are applied to ensure builders and the customers who use their services contribute towards the cost. Community wide funding sources (general rates) are also used to reflect the general benefit and where there are constraints in Council's ability to recover costs,</p>	<p>20%</p>	<p>90%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Fees and charges (High)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Fees and charges</p> <p>Borrowing</p> <p>Proceeds from asset sales</p> <p>Other sources including reserves</p>	
Activity: Emergency Management												
Emergency Management												
<p>► Communities which are connected and have an affordable and attractive lifestyle</p> <p>► Communities with a sense of belonging for all</p> <p>► Communities committed to the protection of our land and water</p> <p>► Communities with the infrastructure to grow</p> <p>This activity builds the capacity of the community to effectively prepare, respond to and recover quickly from emergency events which involves facilitating ongoing links and relationships between emergency services, community organization and government organisations.</p>	<p>High</p> <p>The whole community benefits from having measures in place to prepare the community for disasters and to be able to respond and recover from them.</p>	<p>Medium</p> <p>Certain parts of the community may be involved in emergency events and receive support during and after the event.</p>	<p>Low</p> <p>There is private benefit to those who are assisted directly in the event of an emergency.</p>	<p>People in the district and particularly those living in high risk areas.</p> <p>The need for the activity is largely driven by natural disasters or weather events and the community expectation that relevant authorities will provide assistance during these events.</p>	<p>Current year</p> <p>The benefits are generally experienced in the current year. The outcomes of building resilience in communities however may have longer term benefits.</p>	<p>Given this is a relatively small part of Council's overall expenditure and similar in nature to other to other regulatory activities which provide for public health/safety, it is appropriate to amalgamate funding under environmental services. Community wide funding sources (general rates) are also used given the general benefit to the whole community.</p>	<p>90%</p>	<p>10%</p>	<p>100%</p>	<p>0%</p>	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p><i>Capital</i></p> <p>N/A</p>	

Appendix A – Explaining the allocation of roading rates

Overview of the Roading Rate Model

Provided for explanatory purposes and does not form part of the Policy

The steps below outline how Council allocates roading rates.

1. The total roading rate required is identified through the LTP or Annual Plan process.
2. Roading rates are first allocated to the sectors with heavy vehicle usage (Dairy, Farming, Forestry, Mining, Commercial, Industrial) by allocating \$ per tonne to each sector per tonne of freight moved (to attribute roading rates to each sector, based on the damage it is causing to the roads).

The amount per tonne is indexed against a portion of renewal costs in the roading budget for sealed/gravel roads and bridges, particularly given that heavy vehicle use is one of the main factors influencing the need to renew and replace roads and bridges.

Change proposal 1:

With the LTP projecting a significant increase in roading renewal expenditure, particularly in the next three years, Council is proposing to increase the \$ per tonne by \$0.25 per year (from \$1.10 + GST) in order to reach \$1.85 by 2026/2027. This increase is needed because roading renewal expenditure continues to increase over the remaining seven years of the LTP with projections indicating the \$ per tonne would need to be around \$2.10 by 2033/2034. Gradually increasing the \$ per tonne will help to ensure that heavy vehicle sectors continue to pay an appropriate share of the higher roading costs.

Tonnage information in the model is provided by an independent third party and a multiplier is applied to the tonnage amount for some sectors to try and more fairly attribute roading rates to each sector, based on the damage it is causing to the roads. This takes into account tonnage not otherwise captured, concentrated road usage at the outer reaches of the roading network and the equivalent standard axles used. The multipliers are 1.2 for Forestry and 1.15 for both Dairy and Non-Dairy farming.

Minimum tonnage amounts are set for the Industrial and Commercial sectors (230,000 tonnes) as well as Mining (160,000). These minimum tonnages are used to adjust known gaps in the available tonnage data and Council is unable to obtain data or the cost of obtaining information would be prohibitive.

The minimum Mining tonnage has been adjusted down by 30% from 230,000 to 160,000 in 2024 following the closure of a large mine in Obai in 2023 which now has a farming rating landuse. This property previously made up 30% of the total capital value of mining properties across the district. This change has been made to ensure that the remaining mining properties are not allocated an unfair proportion of roading tonnage costs following the mine closure.

3. A uniform targeted rate (UTR) is then allocated to all rating units to ensure all ratepayers contribute to a minimum amount given that everyone benefits from having access to the roading network. The uniform targeted rate is set at a fixed amount.

Change proposal 2:

Given the increase in roading expenditure, Council is also proposing to increase the UTR this by \$10 per year (from \$80 + GST) in order to reach \$110 by 2026/2027.

4. Any remaining roading rates are then allocated to all rating units based on a consistent rate in the dollar of capital value for all sectors. The rate in the dollar is obtained using the total capital value of all applicable rating units. A differential factor of 0.3 is applied to the 'Other' industry sector to reduce the rate amount given that properties in this sector tend to have higher capital values but are used to provide community "good" services (e.g. churches, schools etc) or are utility services (e.g. electricity generators)

which have significantly higher capital values than other properties. The 0.3 differential is used to reduce the rate in the dollar of capital value that these properties pay compared to other sectors.

Change proposal 3:

Council is proposing to adjust the "forestry" roading differential category definition to exclude non-commercial protected and indigenous native forests and include these in the "other" roading differential land use category. This change is proposed to encourage protection of indigenous vegetation, address issues of fairness and equity where non-commercial indigenous forests are currently rated the same as commercial exotic forests and support the principles on the Preamble to Te Ture Whenua Maori Act 1993.

The table below illustrates the resulting allocation of sector rates proposed for 2024/2025 compared to 2023/2024. Please note that the information in this table reflects the required rates and model inputs at a certain point in time and will change for future LTP and Annual Plans.

How the model allocates sector rates (2023/2024 compared to proposed 2024/2025)

Land use Sector	2023/2024 rate allocation		2024/2025 proposed rate allocation		Total change	
	\$ million (excl GST)	%	\$ million (excl GST)	%	\$ million (excl GST)	%
Dairy	\$5,416	32.3%	\$7,054	33.2%	\$1,638	0.9%
Forestry	\$848	5.1%	\$1,587	7.5%	\$739	2.4%
Farming	\$5,448	32.5%	\$6,611	31.1%	\$1,163	(1.4%)
Mining	\$261	1.6%	\$223	1.1%	(\$38)	(0.5%)
Industrial	\$489	2.9%	\$592	2.8%	\$103	(0.1%)
Commercial	\$481	2.9%	\$583	2.7%	\$102	(0.2%)
Residential	\$2,503	14.9%	\$2,983	14.0%	\$480	(0.9%)
Lifestyle	\$1,151	6.9%	\$1,407	6.6%	\$256	(0.3%)
Other	\$166	1.0%	\$196	0.9%	\$30	(0.1%)
Total	\$16,763	100%	\$21,236	100%	\$4,473	

4 Related Documents and Legislation

- Long Term Plan (LTP) 2024-2034 Funding Impact Statement and Financial Strategy
- Local Government Act (2002)
- Local Government (Rating) Act (2002)
- Development and Financial Contributions Policy
- Rate Remission and Postponement Policy (General and Maori Freehold Land)
- Te Ture Whenua Maori Act (1993)
- Local Government (Rating of Whenua Maori) Amendment Act (2021)

5 Revision Record

The Revenue and Financing Policy will be reviewed three yearly as part of the Long Term Plan process.

Date	Version	Revision Description
February 2023	Draft (Version 1)	Draft Revenue and Financing Policy presented to Finance and Assurance Committee
28 January 2021	Final	Revenue and Financing Policy adopted by Council
21 October 2020	Version 1	Draft Revenue and Financing Policy for Council to approve for public consultation

Revenue and Financing Policy 2021-2031

Group responsible:	Finance
Date adopted:	28 January 2021
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1 Introduction

Council's Revenue and Financing Policy sets out the ways Council intends to pay for each activity that Council provides and why.

Council is required to have this policy by Section 102 of the Local Government Act 2002 to provide predictability and certainty to residents and ratepayers about the sources and levels of funding for Council's activities.

When read in conjunction with the Funding Impact Statement in Council's long term and annual plans, this policy links the funding decisions with the rates that each ratepayer is required to pay.

2 Policy Details

2.1 Legislative considerations

The purpose of the Revenue and Financing Policy is to describe how Council funds its operating and capital expenses from the funding sources available to it and why it chooses the various mechanisms. Section 103 of the Local Government Act 2002 (LGA) details the funding sources that Council can use to fund its activities including rates, fees, subsidies, borrowing and other revenue.

In addition to identifying the sources of funding, the policy must outline why the Council has decided to fund its activities in this way. These funding decisions follow a two-step funding process outlined in the LGA that involves consideration of a set of funding principles to determine appropriate funding sources for activities (Section 101(3)(a)) and then considering the impact that the resulting allocation of revenue liability has on current and future community wellbeing (Section 101(3)b).

Firstly, for each activity, the Council must consider the following matters:

- the community outcomes to which the activity primarily contributes
- the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals (the 'beneficiary -pays' principle).
- the period in or over which those benefits are expected to occur (the 'inter-generational equity' principle). For example, the benefits of some activities will occur over the entire life of the asset. This will benefit not only existing generations but future generations who should also contribute towards paying for the cost.

- the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity (the ‘exacerbator-pays’ principle which suggests that exacerbators should meet at least part of the cost of an activity).
- the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities. This particularly relates to transparency and accountability, but may also relate to factors like the financial scale of the activity (e.g. a small activity may not warrant separate funding due to the cost of establishing systems to support cost recovery).

Secondly, following consideration of these elements, the Council must consider the overall impact of any allocation of liability for revenue needs on the community, and to consider if any changes are needed. This involves weighing up the impact of the policy on the community. Such considerations might include:

- affordability - the ability to pay by low income households or small communities;
- barriers to accessing services;
- legal constraints (such as the ability of Council to only receive 30% of Council revenue from rates set on a uniform basis);
- fair treatment of the different sectors - balancing the ability to pay and the benefits actually received;
- alignment with the Council’s objectives and financial strategy which sets limits on rates increases and debt levels.

The Council may, as a final measure, modify the overall mix of funding in response to these considerations. Council’s consideration of these matters is noted under each individual activity in the detailed activity analysis from page 9.

2.2 Our funding approach

Southland District communities are diverse and there are many different users of council services.

Wherever practical Council aims to maintain a relationship between the benefits received by groups of residents and ratepayers and the contributions they make for those services, especially where communities within the district have differing levels of service (the ‘beneficiary-pays’ principle).

Where the benefits are shared more equally and everyone is expected to make a contribution, or where it is impractical to exclude users or identify groups that principally benefit, it is deemed to be **“public”** and more likely to be collectively funded (e.g. through General rate).

Where individuals/groups receive the direct benefit of the activity exclusively, and the costs of the activity can easily be attributed to that individual/group or, their use of the service excludes others, or the nature of the benefit differs across the community, it is deemed to be **“private”** and more likely to be funded on a user pays basis (e.g. through fees and charges, targeted rates). In principle, Council seeks to recover the maximum amount possible from the direct users of a service (the ‘user-pays’ principle) or from those that create the need for a service (the ‘exacerbator-pays’ principle). However, Council must also ensure that the level of fees or charges (and targeted rates) are not at a point where the cost becomes prohibitive and could potentially impact the community’s use of the service, create detrimental effects or work against the achievement of community outcomes. As such their use needs to be balanced with other funding sources.

Council also seeks to ensure that people pay for services at the time they consume them, (the ‘inter-generational equity’ principle). Costs of service include capital costs, direct operational costs, depreciation, interest and loan repayments. The tools Council uses to achieve inter-generational equity include borrowing and depreciation funding.

In reality, most council services sit somewhere on the continuum between providing public and private benefits and most activities have characteristics of both private and public goods. As part of developing this policy, Council has endeavoured to use the public/private benefit to summarise its consideration of the LGA funding principles, initially in relation to each activity around assessing the nature of the benefits and who benefits (the whole community, identifiable parts of the community or individuals) over what period (section 101(3)(a)) and then again after considering the overall impact on the community (section 101(3)(b)).

It must be noted that Council's funding approach is a complex assessment of determining where the benefits of council services apply, what the best methods for funding those services are and how this can be equitably applied across district communities. Council must also consider affordability, both from a ratepayer perspective, and for individuals and groups using council provided services. Council has considered all of these elements and considers the overall funding approach detailed in this policy to be fair and equitable.

The outcome of these considerations is outlined in the activity funding analysis table in section 2.3.2 and has been used to inform the Council's thinking on what are the most appropriate sources of funding for operating and capital expenditure for each activity.

The indicative funding proportions that have been specified are not intended as an exact realisable proportion, they are intended to be a guideline. It is recognised that within each activity there may be justification for variation from those proportions on a case-by-case basis and in considering the impact that the allocation of liability for revenue has on the whole community.

The approach taken in this policy is to give the reader a high level of understanding of the key funding methods. As such the "key" funding sources are detailed in the indicative funding section of the activity funding analysis on page 9. At times minor costs may be funded from a source not indicated.

2.3 Funding mechanisms

Types of Expenditure

Broadly speaking, Council has two types of expenses: operating expenditure and capital expenditure.

Operating expenditure is used to fund the ongoing day-to-day activities and services of the Council. Operating revenue is set at such a level for the Council to meet its projected operating expenditure, as well as comply with applicable legislation and generally accepted accounting practice.

Capital expenditure is money spent in acquiring or upgrading a business asset such as equipment or buildings. The Council has three categories of capital expenditure spread across its activities:

- **renewals** - defined as capital expenditure that increases the life of an existing asset with no increase in service level.
- **increased level of service (ILOS)** - defined as capital expenditure that increases the service level delivered by the asset.
- **additional demand (AD)** - defined as capital expenditure that is required to provide additional capacity necessary to accommodate growth or demand.

The Council's funding of capital expenditure must comply with applicable legislation and generally accepted accounting practice, and is derived from a mix of revenue sources. The method of funding generally depends on the asset expenditure – whether it is a renewal of an existing asset or an upgrade of an existing asset or a completely new asset.

The major sources of funding operating (opex) and capital expenditure (capex) is summarised in Table 1.

Table 1: Description of the funding mechanisms and their general application

Funding source	Definition	Rationale for application	Application			
			Opex	Demand (AD)	Capex Levels of service (ILOS)	Renewal
General rate (including UAGC)	The General rate is assessed across all rateable properties in the district. The General rate is set on a rate in the dollar charged on capital value and a Uniform Annual General Charge (UAGC), which is a flat amount levied on each rating unit. The General rate is not set on a differential basis.	<p>The General rate is used to fund those services where there is a benefit to the district as a whole. It is typically used when there is a high public benefit in the services provided, when Council considers the community as a whole should meet the costs of the service, and when Council is unable to achieve its user-charge targets and must fund expenditure.</p> <p>Capital value (compared to land value) is seen as the best mechanism because it is easier to calculate given market sales information, is well understood, reflects the total investment in the property and is considered a better proxy for ability to pay and use of services/ infrastructure than other tools.</p> <p>The size of the UAGC is set each year by Council and is used as a levelling tool in the collection of the General rates. If the Uniform Annual General Charge (UAGC) were set at zero the effect would be to increase the amount of rates assessed on capital value which would increase the share levied on properties with higher capital values and decrease the share levied on lower capital values. In setting the level of the UAGC, Council balances the impact of high fixed charges (including the UAGC and other fixed charges) on those with low incomes and property values against the impact of a low UAGC on the relative share of rates levied on high value properties, such as large rural properties.</p>	✓		✓*	✓*
Targeted rates	Targeted rates are set for a specific activity or group of activities and can be charged in a number of different ways as defined in the Local Government (Rating) Act 2002 to collect funds over specific areas of benefit.	<p>Targeted rates are used when the Council considers that transparency is important, or where the location or method of rating makes the use of a targeted rate more appropriate and more equitable or a better match to the benefits of the activity.</p> <p>The Rates Funding Impact Statement in the Long Term Plan or Annual Plan outlines the Council's rating policies including details about how the rate is set and on which properties it will apply to.</p>	✓	✓	✓*	✓*
Grants and subsidies	Funding received from other agencies, usually for a specific purpose.	Council will use grants or subsidies from central government or other organisations where available, usually for a specific purpose. This approach minimises the cost to the community of undertaking projects and activities. Generally these are used for capital expenditure, but may also be used for operating expenditure in certain circumstances.	✓	✓	✓	✓
Fees and Charges	Fees charged to individuals or groups who are directly using Council services.	<p>The Council uses a range of fees and charges to recover a proportion of the costs of providing Council facilities and services. Generally, the greater the degree of identifiable private benefit, the more likely it is that the service costs can be recovered through fees /charges.</p> <p>The Council also considers issues like the affordability of user charges, particularly where the Council believes that setting a charge too high will reduce the use of a service and therefore diminish its value to the community and impose a greater cost on ratepayers.</p>	✓		✓*	✓*
Investment Income	Income received from any investments (e.g. forestry)	This income is generally used to reduce the amount of rate required or may be added to reserves to future fund projects.	✓	✓	✓	✓

Funding source	Definition	Rationale for application	Application			
			Opex	Demand (AD)	Capex Levels of service (LOS)	Renewal
Lump Sum Contributions	Lump Sum contributions are where ratepayers agree to pay a capital (or lump sum) payment towards meeting the cost of providing a particular asset in their community (eg upgrading of a water supply) rather than paying for these capital costs via an annual targeted rate.	These contributions will be used to fund the repayment of debt for specific capital activity from time to time.	✓	✓*	✓*	✓*
Proceeds from Asset Sales	Proceeds from asset sales are the monies received from selling physical assets, such as plant and equipment.	Proceeds from asset sales will be used for the repayment of debt or the acquisition of new assets.		✓	✓	✓
Depreciation Reserves	Depreciation reserves are set to allow for the replacement of Council's capital assets when they reach the end of their useful life.	These reserves are used to fund both the renewal and increased level of service categories of capital expenditure, along with any debt repayment relating to prior year capital expenditure. Council will use depreciation from current and prior years that has not already been applied to fund asset replacements. Council's current approach is to phase in funding depreciation of roading, streetlights, water, wastewater, solid waste, computers and vehicle assets. Once this is completed Council will consider funding depreciation for other assets.	✓		✓	✓
Financial and Development Contributions	Financial contributions are a capital charge for works undertaken to mitigate the environmental effects of subdivision, land use and development. Development contributions are a capital charge on development to recover share of the capital costs that development imposes on network/community infrastructure.	Financial or development contributions are used to ensure that a fair proportion of the cost of infrastructure needed to serve growth or capital works needed to mitigate environmental effects is funded by those who cause the need (i.e. developments leading to growth). Council's Policy on Development Contributions and Financial Contributions sets out the conditions in which contributions are required and the method used to calculate them. Development Contributions are currently in remission under this policy, due to Council's desire to encourage growth in the district.		✓		
Borrowing - internal	Council currently operates an internal treasury function. This means that Council uses cash surpluses from some activities to lend to other activities that need to borrow. This reduces the overall cost of borrowing. Council charges interest on the funds lent to the borrowing activities, and receives interest on the funds borrowed from the lending activities.	Council will fund short term deficits with internal borrowing where this is considered to be prudent. Interest on reserves is calculated on the average balance of each reserve during the year. Interest is allocated at a prescribed interest rate (as discussed in the Long Term Plan assumptions). Both positive and negative reserves get interest charged or applied. For the majority of reserves held by local communities, this interest is added to the reserve, which has no impact on the rate requirement as these reserves are usually positive and are set aside for future projects. For the majority of district reserves, interest will reduce the rates required or increase the rates required if the reserve has a negative balance.	✓	✓	✓	✓

Funding source	Definition	Rationale for application	Application			
			Opex	Demand (AD)	Capex Levels of service (ILOS)	Renewal
Borrowing – external	Borrowing is not a source of revenue itself. Rather it is a 'bridging' mechanism to assist with the financing required for the construction of long term assets. Debt arising from borrowing still needs to be repaid from other sources of revenue (eg rates).	Borrowing to fund capital expenditure spreads the repayment of that borrowing over several years and helps to ensure fairness or intergenerational equity so that current ratepayers pay for the services they use now, and future ratepayers pay their share too. Generally the Council will not borrow to fund operating costs, however Council may enter into short-term borrowing arrangements to manage cashflows. More detail about Council's borrowing is set out in its Investment and Liability Policy.	✓	✓	✓	✓
Council Reserves	Reserves are made up of funds that are either received or set aside for a specific activity or savings specific to each activity that may be available to fund expenditure subject to Council approval. This can be used for both private good and public good.	Where past surpluses are available these may be used to fund capital expenditure and in some instances operating expenditure at Council's discretion. Reserves will be applied to expenditure in line with the purpose for which the funds were collected or in line with any conditions that were in place when the funds were received. These are typically classified as local reserves (where reserves are for the benefit of specific communities), or district reserves (where reserves are held for the benefit of the wider district).	✓	✓	✓	✓

* Application depends on how the activity to which capital expenditure relates is funded.

Table 2 below outlines the general considerations for funding against the legislative requirements of the Local Government Act (2002) section 101(3)(a).

Table 2: Legislative assessment of funding considerations

LGA s101(3)(a)	Operating funding consideration	Capital funding considerations
Community Outcome	Council needs to take into account whether the proposed funding source will promote or work against the achievement of community outcomes.	
Distribution of benefits	Determining distribution of benefit is subjective and is for Council to determine. Council will consider how the benefit of an activity applies to households, businesses and the community as a whole. Generally, individual benefit leads to fees and charges, location based benefits lead to targeted rates, and community wide benefits leads to General rates or targeted rates applied across the district.	As per operating expenditure unless Council resolves otherwise. Council may also choose to target those people or organisations who primarily benefit through lump sum options or targeted rates.
Period of benefit	For most operating expenditure the benefit is received in the year the expense is incurred. For most activities Council will cash fund depreciation (an operating expense) from revenue sources and this, along with other surplus cashflow, will be used to fund capital expenditure for asset renewal or debt repayments. Some operational expenditure (provisions) may have a benefit over multiple years and so Council may choose to fund the activity over that period.	For most capital projects the benefit is received over the life of the asset. Council will have regard to the equitable distribution of costs to each generation for the building and renewal of the asset. Funding depreciation and borrowing (with associated interest costs) are the primary ways to spread the cost of asset over its life.
Who creates the need	Some things Council must do because the actions or inactions of individuals or groups creates the need to undertake the activity. Council may choose to target these people or organisations through fines, charges or targeted rate.	
Separate funding	Council must consider the practicalities of separate funding along with transparency and accountability. In some cases, while it may be desirable to charge individuals, there may be no practical way of doing so. When considering what rates will be charged, the costs and benefits of separate rating mechanisms for separate activities should be weighed up. Council does not wish to make a complex rating system that is expensive to maintain and confusing to interpret, as this will not contribute to improved transparency and accountability.	

2.3.1 Summary of funding sources

Table 3 shows the indicative percentages from each funding source used to fund operating costs following consideration of the relevant funding principles (summarising the activity funding analysis from page 9).

The table includes information related to the LTP activity groups as well as the sub-activities which make these up. Non-direct corporate overhead costs (for corporate functions like information management, people and capability, finance and customer service) are allocated at the activity group* level only (grey shading). These costs are largely funded by the General rate.

For operational expenditure, funding portions for each activity are expressed as ranges - **low** (<33%); **medium** (33-66%); **high** (>66%).

Capital expenditure funding contributions are also identified in the detailed activity analysis. The proportion of capital costs funded from each source will vary depending on the nature of each capital project.

Table 3: Summary of operating expenditure funding sources by activity group* and sub-activity

Activity Group Activity	Sub-activity	General rate	Targeted Rates	Fees and Charges	Other Sources (including grants and subsidies)
Community Resources*		Medium	Medium	Low	Low
Community Facilities	Halls		High	Low	Low
	Toilets	High		Low	
	Council/community buildings	Medium	Low		Medium
Community Services	Cemeteries	High		Low	Low
	Community Housing	Low			High
	Library Services	High		Low	Low
Open Spaces		Medium	High		Low
Waste Services		Low	Medium	Low	Low
Electricity Supply (SIESA)			Low	High	Low
Stormwater Drainage*		Low	High		Low
Transport*		Low	High	Low	Low
Roads, Footpaths, Airport and Cycle Trails	Roads, Footpaths and Cycle Trails	Low	High	Low	Low
	Airport	Low	High	Low	Low
	Water Facilities	Low	Low	High	Low
Sewerage*		Low	High	Low	Low
Water Supply*		Low	High	Low	Low
Community Leadership*		High	Low		Low
Representation and Advocacy		High			Low
Community and Futures		High	Low		Low
Community Assistance		Medium	Medium		Low
Environment Services*		Medium		Medium	Low
Environment Services	Resource Management	High		Low	Low
	Animal Services	Low		High	Low
	Environmental Health	Medium		Medium	Low
	Building Solutions	Low		High	Low
Emergency Management		High			
Key:					
<33%		33% to <66%		≥66%	
Low		Medium		High	

Generally the process for funding operating costs of these activities is as follows:

- where it is practical to recover the designated portion of the net operating cost of an activity from a private user or exacerbator, fees and charges are set at levels designed to achieve this, provided there are no legislative constraints
- operating grants or subsidies for a particular activity are used to reduce the gross cost
- other income sources that may be appropriate such as interest, reserves and borrowing (largely for financially significant one-off projects that extend the life of an asset e.g. painting)
- where a fee or charge is not practical, targeted rates may be set in line with Council's rating policies
- any net income from investments may then be applied and any residual requirement will be funded through the General rate. For the purposes of this policy, any reference to the General rate as a funding source is considered to include the Uniform Annual General Charge (UAGC).

More detailed rating policies (including the details of targeted rates and how they are applied, the level of the UAGC, and the details of any differentials) will be outlined in the Funding Impact Statement in the Long Term Plan or Annual Plan, as appropriate.

2.3.2 Detailed activity funding analysis (sub-activity level)

The detailed sub-activity funding analysis below excludes the non-direct corporate overhead costs.

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
GROUP: COMMUNITY RESOURCES												
Activity: Community Facilities												
Halls												
<p>► Inclusive connected communities</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>The activity provides spaces for people to come together, which strengthens social connections within communities.</p> <p>The activity also provides common spaces where people can carry out recreational and physical activity.</p>	<p>Low</p> <p>The whole community benefits from the option they have to use halls which are available for public use.</p> <p>Facilities are spread widely across the district and have a range of community uses.</p> <p>The Council also supports some privately owned halls.</p>	<p>Medium</p> <p>Parts of the community that have a hall nearby have easier access and may experience a greater benefit than those who have to travel a longer distance to use a facility, particularly where other options are unavailable.</p>	<p>Medium</p> <p>Groups and individuals that use halls for community and recreational use experience a direct benefit.</p>	<p>Groups and individuals who wish to use facilities for events and activities in their community or to provide a focal point for communities.</p> <p>People wanting to use a hall pay a hire charge. In some cases, vandalism and accidental damage may cause additional costs. Where possible, costs will be recovered.</p>	<p>Current and future years</p> <p>Halls have long useful lives and will benefit both current and future generations.</p> <p>Council does not currently fund the depreciation on halls, with decisions on how to fund replacements or renewals to be made once individual halls reach the end of their useful life.</p> <p>Council may look to divest ownership where this is not critical to the provision of the activity, or the community feedback/usage indicates the hall is no longer needed.</p>	<p>While halls are a relatively small part of Council’s overall expenditure, Council is aware that each community generally has a stronger connection to the halls in their local area compared to those in other parts of the district. For this reason Council has chosen to amalgamate the overall funding of this activity under the community resources activity whilst retaining separate targeted rates for individual halls. This provides clarity over the funding needs of individual halls and reflects the variations in the types of halls and levels of service provided across the district.</p>	50%	50%	80%-100%	0%-20%	<p><i>Operational</i></p> <p>Targeted rates (High) - Area of Service</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Other sources including reserves</p>	
Toilets												
<p>► Kaitiakitanga for future generations</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>The activity provides clean, safe and sanitary toilet facilities for visitors and residents along key travel routes and in high public use areas such as commercial areas, parks, beaches, playgrounds and freedom camping areas.</p> <p>The activity also ensures that human waste is appropriately dealt with to minimise any environmental or public health impacts.</p>	<p>High</p> <p>The whole community benefits because all people from within and outside of the district have the ability to use public toilets. There are also wider public health and environmental benefits through providing facilities for sanitary purposes.</p> <p>Facilities are spread widely across the district.</p>	<p>Medium</p> <p>Parts of the community that have a high number of visitor with toilet facilities nearby may experience a greater benefit. Shops located near to public toilets may also benefit indirectly.</p>	<p>High</p> <p>Visitors and residents that use toilet facilities experience a direct benefit.</p>	<p>Visitors and residents. While there are benefits to individuals who use the facilities, charging them for use may act as a disincentive and result in negative outcomes.</p> <p>In some cases, vandalism may cause additional costs. Where possible, costs will be recovered if perpetrators are caught.</p>	<p>Current and future years</p> <p>Public toilets have long useful lives and will benefit both current and future generations.</p>	<p>Toilets make up a small part of Council’s overall expenditure. Given this and that toilets are generally maintained to a consistent standard across the district, there is no benefit perceived from separate funding. For this reason Council has chosen to amalgamate the overall funding of this activity under the community resources activity with the rating mechanism to be funded by a district-wide rate to reduce collection costs.</p>	50%	50%	80%-100%	0-20%	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p>Fees and Charges (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>	

							rates input). Grants may also be available from time to time but are difficult to predict.				
Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
							Public	Private	Public	Private	
Council/community buildings											
<p>► Kaitiakitanga for future generations</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>The activity involves the maintenance and management of other Council properties which support the provision of Council services (like libraries) and other community delivered services (like maternity services or communication services). Some of the buildings and structures have a tourism/economic or heritage/memorial value.</p>	Medium The whole community benefits from land and buildings that support the delivery of Council services or that are available for public use.	Medium Parts of the community that have land and buildings that supports the delivery of community services in that location, benefit directly.	Low Property lessees are the direct beneficiaries of the activity and generally the space can only be occupied by one lessee at a time.	Groups and individuals who wish to use buildings or access the services delivered in them or retain them for their economic heritage/memorial value.	Current and future years Community buildings and structures have long useful lives and will benefit both current and future generations.	Given that the majority of these buildings support the delivery of other services there is no benefit perceived from separate funding other than rents. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community resources activity with the rating mechanism to be funded by a district-wide rate or relevant local targeted rate.	50%	50%	80%-100%	0-20%	<i>Operational</i> General rate (Medium) - District Targeted rate (Low) - Areas of Service Other sources (Medium) <i>Capital</i> General and targeted rates Borrowing Proceeds from Asset Sales Other sources including reserves
Activity: Community Services											
Cemeteries											
<p>► Kaitiakitanga for future generations</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>The activity provides a memorial space where family and friends can remember others as well as a record of a community's history and heritage.</p> <p>The activity also ensures internments are managed in a way to minimise any environmental or public health impacts.</p>	Low-Medium The whole community benefits from the provision of an interment system that remembers and respects those who have passed away and maintains public health and environmental standards through safe disposal of human remains. Records of interment are linked to the history of the community and are of public benefit. Facilities are spread widely across the district.	Low-Medium Parts of the community that have a council owned and operated cemetery nearby may experience a greater benefit from being able to have family members buried nearby.	Medium-High Families and friends of the deceased (from within and outside of the district) are the direct beneficiaries of the service with individual gravesites provided for remembrance and burial as well as cemetery records which are available to those researching family history.	People wanting to be buried in the district pay interment fees. In some cases, vandalism and failure to maintain headstones may cause additional costs. Where possible, costs will be recovered.	Current and future years Cemeteries have long useful lives and will benefit both current and future generations. The cemeteries do have limited capacity and extensions are required when existing capacity is exhausted.	Cemeteries make up a small part of Council's overall expenditure. Given this and that cemeteries are generally maintained to a consistent standard across the district, there is no benefit perceived from separate funding. For this reason Council has chosen to amalgamate the overall funding of this activity under the community resources activity with the rating mechanism to be funded by a district-wide rate to reduce collection costs.	60%	40%	80%-100%	0%-20%	<i>Operational</i> General rate (High) - District Fees and Charges (Low) Other sources (Low) <i>Capital</i> General and targeted rates Grants and Subsidies Borrowing Proceeds from Asset Sales Other sources including reserves
Rationale While the main beneficiaries of the activity are those who use the service for interments, there are also a number of costs related maintaining cemetery grounds and interment records. Council believes that the costs of interments should be borne by the users through fees. The costs of providing and maintaining cemetery grounds and interment records have wider public benefit and should be funded from the General rate, particularly given that there is limited ability to charge for future maintenance costs through interment fees. Operational costs are funded through a mix of fees and rates, reflecting the private and public good components of this activity. Capital costs will primarily be funded by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth rates input. Some communities may also choose to provide grant funding for specific discretionary projects for cemeteries in their area.											

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
Community Housing											
<p>► Inclusive connected communities</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>This activity provides good quality affordable housing to people in need enabling them, where possible, to remain socially connected and living in their local community.</p>	<p>Low</p> <p>The whole community benefits as the provision of low cost housing provides comfort to the wider community that vulnerable groups are being assisted supporting the current and future social and economic wellbeing of the district.</p>	<p>Low</p> <p>Vulnerable groups in the community can access affordable housing to remain living in their local community where this is provided.</p> <p>Parts of the community that have council owned and operated housing nearby may experience a greater benefit from having friends and family living nearby.</p> <p>Facilities are available at key locations in the district.</p>	<p>High</p> <p>Occupants of the housing units and their friends and family.</p>	<p>People who have a need for assistance with accommodation with either limited financial means or living in communities with limited housing availability.</p>	<p>Current and future years</p> <p>Housing units have long useful lives and will benefit both current and future generations but require ongoing repairs and maintenance. Council does not currently fund the depreciation on community housing, with decisions on how to fund replacements or renewals to be made once units reach the end of their useful life.</p>	<p>Community housing makes up a small part of Council’s overall expenditure and is largely funded from rent. Given this, there is no benefit perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community resources activity with the rating mechanism to be funded by a district-wide rate.</p>	<p>10%</p> <p>Rationale</p> <p>Given that the main benefit of providing the activity is to the tenants (private benefit) Council believes the activity would be largely funded from fees (rents) as users are easily identifiable and excludable (meaning there can only be one person in a unit at a time) and user fees can be easily administered. A small portion of indirect costs (such general inquiries and related support activities) are funded by the General rate reflecting public benefit.</p> <p>Operational costs are funded through a mix of fees and rates, reflecting the private and public good components of this activity.</p> <p>Capital expenditure will be funded by reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth funding input. Repayment of any borrowings will be via user fees (rents). Grants may be available from time to time but are difficult to predict. Asset sales may also be used.</p>	<p>90%</p>	<p>0%-20%</p>	<p>80%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Other sources (High)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Other sources including reserves</p>
Library Services											
<p>► Kaitiakitanga for future generations</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>The activity provides access to printed and digital resources for education and recreation which promotes literacy and supports people to be more socially connected through the exchange of thoughts and ideas. They also provide access to resources to help with family or local history research and act as a community hub.</p>	<p>Medium</p> <p>The activity benefits the whole community by building the knowledge and skills of residents, providing for their general enjoyment and social interaction.</p> <p>These resources are available and accessible to all.</p> <p>Facilities (including the bookbus) are available throughout the district and online.</p>	<p>Medium</p> <p>Parts of the community that have a library nearby have easier access and may experience a greater benefit than those who have to travel a longer distance to use a facility.</p>	<p>High</p> <p>Individuals who use the resources provided receive a direct benefit.</p>	<p>Library members and other users who access books, computers and other library resources. In addition, visitors who use library computers, resources and staff knowledge.</p> <p>In some instances Council incurs costs where people do not return items on time. In these instances Council will charge penalties (i.e. overdue fines).</p>	<p>Current and future years</p> <p>The library resources have relatively short useful lives and are renewed and replenished on a rolling basis. The benefits to individuals accessing information and learning are ongoing.</p>	<p>There is limited benefit from perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community resources activity with the rating mechanism to be funded by a district-wide rate to reduce collection costs.</p>	<p>50%</p> <p>Rationale</p> <p>While users of the service can easily be identified and a strong user pays approach could be implemented, the fees required might deter people from using libraries. Instead, Council charges for the use of some services (such as photocopying and DVDs).</p> <p>It is recognised there are wider community benefits from the availability of libraries and the resources they provide in terms of social/cultural outcomes which, on balance, merits funding the majority of costs from rates to ensure resources are available to all regardless of whether they use it.</p> <p>Operational costs of this activity are funded mainly through the General rate to reflect the public good component of this activity. Fees and charges are also used but not to a level in keeping with the private good component of the activity.</p> <p>Capital expenditure primarily for book replacement is funded annually from the General rate.</p>	<p>50%</p>	<p>80%-100%</p>	<p>0%-20%</p>	<p><i>Operational</i></p> <p>General rate (High) - District</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General rate</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
Activity: Open Spaces												
Parks, reserves, playgrounds and streetscapes												
<p>► Inclusive connected communities</p> <p>► Kaitiakitanga for future generations</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>The activity provides open spaces where people can relax, connect and participate in sport and recreation, contributing to community health and wellbeing. Green spaces, landscapes and streetscapes are restful and enhance/maintain the visual appeal of areas and increase appreciation of natural areas.</p>	<p>High</p> <p>The whole community benefits through the provision of open spaces. Individuals and groups can pursue active and passive leisure pursuits and learn about the natural environment. This can enhance community pride, contribute to community health and wellbeing, and generate positive perceptions of the district. Facilities are available throughout the district.</p>	<p>High</p> <p>Parts of the community that have open spaces in their local area have easy access and may experience a greater benefit than those who have to travel a longer distance to use a facility. Open spaces and streetscapes also contribute to each community's sense of place. There may also be some benefit to business by having open spaces that attract and provide for visitors.</p>	<p>Yes</p> <p>Individuals and groups receive private benefit through their use of parks and sportsfields for recreational pursuits, events and organised sport. Some facilities are leased to sporting, recreational, cultural and community groups, who may have exclusive rights to use them.</p>	<p>The community in general creates the need, with some specific groups creating a need for particular facilities (sportsfields, playgrounds). Visitors who appreciate the aesthetic aspects and utilise the spaces and facilities also create a need. Those who dispose of rubbish to litter bins and vandals also create a need. New development may also create a need for additional open spaces.</p>	<p>Current and future years</p> <p>Parks, reserves, playgrounds and streetscapes have long useful lives and will benefit both current and future generations. These also require ongoing repairs and maintenance annually.</p>	<p>While open spaces are available across the district, there are differences in the scale and level of service provided in different areas. For this reason, Council will use a mix of rating mechanisms. Costs associated with local facilities provided in local areas will be funded from local targeted rates. Costs associated with facilities provided outside of these local areas or that have significance for the district will be amalgamated into the General rate. Where spaces are leased to clubs and community groups, Council will charge fees. As this activity makes up a relatively small amount of overall expenditure, Council has chosen to amalgamate the overall funding of this activity under the community resources activity.</p>	<p>80%</p> <p>20%</p> <p>80%-100%</p> <p>0%-20%</p> <p>Rationale</p> <p>Generally, access to open spaces is unrestricted and charging individuals for their enjoyment of open spaces is not practical or desirable. In addition, while fees (through leases and rental agreements) may apply where individuals or groups enjoy exclusive access or have additional requirements over and above standard maintenance, these are set at a level to ensure people are not deterred from using facilities. Charging those who use litter bins or vandalize open spaces is not practical and as such these costs will be funded through rates. While the whole community benefits from this activity, those in communities with open spaces should pay more via a targeted rate because of the direct benefits received. This acknowledges the private benefit to these communities and the properties within these areas that receive the benefit and reflects a user pays approach. The wider public benefits also mean that a proportion of the costs should be paid by all properties in the district. Operational costs of this activity are funded mainly through targeted rates and the General rate to reflect the public good component of this activity. Capital expenditure will be funded by reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth funding input. Grants may be available from time to time but are difficult to predict. Financial and development contributions from developers may also be used to fund capital expenditure to mitigate the effect of developments or providing additional capacity.</p>	<p><i>Operational</i></p> <p>General rate (Medium) - District</p> <p>Targeted rates (High) - Area of Service</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Development and/or Financial Contributions</p> <p>Other sources including reserves</p>				

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
Activity: Waste Services											
Refuse, Recycling, Transfer Stations, Greenwaste, Wheelie Bins											
<p>► Kaitiakitanga for future generations</p> <p>This activity provides a range of solid waste management facilities including transfer stations, recycling/greenwaste sites and wheelie bin collections that enable people to dispose of their waste appropriately. The activity also supports waste reduction, reuse and recycling facilities and initiatives that help to maintain the health of the community and the natural environment.</p>	<p>Medium</p> <p>The whole community benefits from facilities that enable the community to dispose of waste appropriately. This helps to protect public health, maintains the attractiveness of areas and reduces environmental contamination from incorrect waste disposal.</p> <p>Education and recycling programmes benefit the environment and society in general.</p> <p>Facilities are available throughout the district.</p>	<p>Medium</p> <p>Parts of the community that have solid waste facilities or kerbside collection services in their local area have easy access and may experience a greater benefit than those who have to travel a longer distance to use a facility (particularly rural properties).</p>	<p>High</p> <p>Individual users (households / businesses / visitors) of the various Council-provided services, particularly kerbside bin collections, transfer stations and recycling / greenwaste sites.</p>	<p>The community in general creates the need by producing waste. In some cases, inappropriate disposal of hazardous waste and illegal dumping-causes additional costs to the community. Costs will be recovered if it is possible and economically viable to do so.</p>	<p>Current and future years</p> <p>There are intergenerational benefits to the community of facilities that have long useful lives. The activity also protects the environment from the adverse impacts of waste which can have a longer term benefit.</p>	<p>While Council has chosen to amalgamate the overall funding of this activity under the community resources activity, given the high degree of private benefit for some parts of the activity, Council has chosen to set targeted rates and separate fees for parts of the activity (wheelie bin collections, transfer stations) to ensure users are contributing towards the true cost of collection and disposal. The remaining costs are funded by a district-wide rate to reduce collection costs.</p>	30%	70%	0%-20%	80%-100%	<p>Rationale</p> <p>The private good components are largely paid for through targeted rates on households, businesses and communities where recycling and wheelie bin collection services are provided as well as fees and charges for users of the transfer stations. This approach ensures direct beneficiaries are contributing towards costs and also encourages users to minimise the amount of waste they produce. While a stronger user pays approach could be implemented, it is considered that this would result in a level of fees and charges that would deter users from disposing of their waste safely and appropriately.</p> <p>The General rate is used to fund the public benefit aspects of this activity associated with managing waste appropriately and safely including costs associated with the landfill, community recycling centres and waste minimisation.</p> <p>Operational costs are primarily funded through a mix of targeted rates (wheelie bin collections and Stewart Island/Rakiura Waste Management rate), General rate and fees and charges. Council also receives income from waste disposal levies which can be used to fund waste reduction initiatives.</p> <p>Capital expenditure will be funded by reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth funding input. Grants may be available from time to time but are difficult to predict and asset sales may be used to fund specific costs.</p>
<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (Medium) - Area of Service</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Other sources including reserves</p>											

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
Activity: Electricity Supply											
Stewart island Electricity Supply (SIESA)											
<p>► Kaitiakitanga for future generations</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>This activity generates and supplies a convenient and reliable source of electricity, which is essential for business, industry and residential needs on Stewart Island/Rakiura. The activity also operates waste collection services for the island.</p>	<p>Low</p> <p>The whole community benefits because the electricity supply supports the island. As a key tourism destination, there is also a flow-on economic benefit to the rest of the district when visitors also choose to travel to other areas of the district. A coordinated supply also reduces the impact on the unique natural environment, which is located within a conservation estate.</p>	<p>Medium/High</p> <p>SIESA provides electricity services for the Stewart Island/Rakiura community and supports the community's economic and social wellbeing by providing an essential service to local residents, businesses and visitors.</p> <p>The single generation source of electricity and waste management practice also reduces the impact on the local environment and protects amenity values for residents.</p>	<p>High</p> <p>Individual property owners and businesses that are connected or able to connect to the supply receive a private benefit.</p>	<p>Residents, businesses and visitors create the need.</p>	<p>Current and future years</p> <p>The electricity lines have long useful lives and will benefit current and future generations. The current diesel generators have shorter lives.</p>	<p>While Council has chosen to amalgamate the overall funding of this activity under the community resources activity, given the high degree of private benefit, Council has chosen to set fees and charges for consumers to reflect a user pays approach to ensure consumers are aware of the costs associated with their use. A portion of the costs is also collected through a local targeted rate to reflect the public benefit in having a supply available for properties to connect to.</p>	0%	100%	0%-30%	70%-100%-	<p>Rationale</p> <p>The private good component reflects the direct benefit received by individual properties connected to the supply.</p> <p>The public good component of this activity, which funds a small portion of this activity, recognises the flow-on benefits to the district from this activity (tourism, conservation of unique environment in the district), as well as the cost to provide infrastructure on the island and the benefit associated with having a reliable and convenient supply of electricity that people choosing to live/build on the Island can connect to.</p> <p>Operational costs are mainly funded through a mix of fees and charges (e.g. fixed monthly charge, consumption charges and connection charges) to reflect the private benefit and a contribution from a local targeted rate to reflect the public component of the activity.</p> <p>Capital expenditure will primarily be funded by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth rates input. Repayment of any borrowings will be via the local targeted rate and fees and charges. Grants may be available from time to time for specific projects but are difficult to predict</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
GROUP: STORMWATER DRAINAGE											
Activity: Stormwater											
Stormwater Drainage											
<div>► Kaitiakitanga for future generations</div> <div>► A diverse economy creating healthy and affordable lifestyles</div> <div>► Empowered communities with the right tools to deliver the best outcomes</div> <div>This activity provides a safeguard for public health/safety and also helps to maintain access to properties during periods of wet weather. The activity also protects the environment by controlling pollutants and sediments in stormwater discharges to waterways or coastal areas.</div>	Medium <div>The whole community benefits because of the decrease in the risk from flooding, the protection of community infrastructure, the treatment of stormwater to protect the environment, and the maintaining safe transport links and accessibility during rainfall events.</div>	High <div>Parts of the community where a stormwater network is provided (typically urban areas) are likely to experience a greater benefit because these people, their land and their property are better protected from flooding. Property owners downstream and people who visit these areas or use services in these areas also benefit, but to a lesser extent.</div>	High <div>Individual property owners connected to a scheme benefit from the safe and efficient management of stormwater away from their properties.</div>	Urban development reduces the amount of permeable land area available for stormwater removal, which exacerbates the need for this activity. Changing weather patterns and increased rainfall also exacerbate the need for stormwater.	Current and future years <div>Stormwater infrastructure has a long useful life and will benefit both current and future generations. Council does not currently fund the depreciation on stormwater, with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</div>	Because this activity provides predominantly community benefits to specific locations, it is appropriate to fund the activity separately, as this allows Council to specifically charge those in the serviced areas. Given the increasing importance and increasing financial significance of this activity, ratepayers should be able to clearly identify the costs associated with the activity.	20%	80%	0%-20%	80%-100%	<div>Operational</div> <div>General rate (Low) - District</div> <div>Targeted rates (High) - Area of Service</div> <div>Other sources (Low)</div> <div>Capital</div> <div>Targeted rates</div> <div>Grants and Subsidies</div> <div>Borrowing</div> <div>Other sources including reserves</div>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
GROUP: TRANSPORT												
Activity: Roads, Footpaths, Airports and Cycle Trails												
Roads, Footpaths (including Around the Mountains Cycle Trail)												
<p>► A diverse economy creating healthy and affordable lifestyles</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>This activity provides and maintains transport networks (such as roads, footpaths and bridges), and traffic control mechanisms (such as signage, lighting and road markings). This activity provides for the safe and efficient movement of goods, services and people throughout the district which helps the community to remain connected and have active lifestyles and supports the local economy. The activity also provides for the Around the Mountain Cycle trail, which provides accessibility, tourism and recreational opportunities.</p>	<p>Medium</p> <p>The whole community benefits from accessibility of the district and ease of transportation, connections to other transport networks, as well as property location/identification.</p>	<p>High</p> <p>Rural landowners, industries and businesses benefit from being able to efficiently transport goods, services, customers and employees to and from their properties as well as visitors and tourists.</p> <p>Pedestrians in communities where footpaths and streetlights are provided (typically urban areas) have easy access and may experience a greater benefit than those who live in areas without footpaths/streetlights</p>	<p>High</p> <p>Individuals, groups and businesses using the roading and footpath network to carry out their day-to-day business and activities.</p> <p>Utility networks that use the road corridor for their services.</p>	<p>The community in general creates the need and an extensive network is needed to service urban and rural areas. Heavy vehicles transporting freight have a significant impact and are a significant cost driver with these vehicles causing most of the structural pavement damage requiring maintenance and renewal.</p> <p>Weather, climate and heavy vehicles can shorten the lives of portions of the network</p> <p>In some cases, additional costs may be caused to Council through vandalism and accidents.</p>	<p>Current and future years</p> <p>Road, footpath and cycle trail infrastructure has a long useful life and will benefit both current and future generations.</p> <p>Council does not currently fund the depreciation on footpaths with decisions on how to fund replacements or renewals to be made once individual assets reach the end of their useful life.</p>	<p>The scale of the activity means that it is appropriate to fund the activity separately.</p> <p>Given the importance and financial scale of the activity a district-wide level targeted rate has been set for roading to aid accountability and transparency.</p> <p>Footpaths and streetlights make up a small amount of expenditure in this activity. While footpaths are available across the district, there are differences in the scale and level of service provided in different areas. As such costs associated with footpaths and streetlights provided in local areas will be funded from local targeted rates with funding overall amalgamated in to roading activity.</p>	<p>30%</p>	<p>70%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p>Rationale</p> <p>Roads/Bridges: While the whole community benefits, some sectors benefit more or create additional costs for the activity. To reflect the differences in benefit and support a user pays approach, Council has chosen to use a targeted rate for roading that uses a sectorial approach to recognise the impact that different land uses sectors and the heavy vehicle movements that they create, can have on the network. The rate establishes a base contribution for access to the network (to reflect public benefit) and also allocates a higher share of the costs to the sectors that cause more damage to the network by allocating an amount per tonne (to reflect the exacerbator pays). A summary of the model used is included in Appendix A on page 24. A small amount of fees and charges may also be charged for activities that benefit individual properties. A portion of the private benefit is also collected via fuel taxes and road user charges by the government and allocated by a grant through NZ Transport Agency.</p> <p>Footpaths/Streetlights: Communities that have footpaths and streetlights should pay more because of the direct benefit received. This acknowledges the private benefit to these communities and the properties within these areas, and reflects a user pays approach through a local targeted rate. The wider public benefit means that is also appropriate for other properties in the district to contribute towards these costs, albeit at a lower level.</p> <p>Operational costs of these activities are partially funded by subsidies from the New Zealand Transport Agency, which provides funding toward the operating and capital costs of this activity with the remainder of the costs funded through a district-wide targeted rate and local targeted rates. Cycle trail costs are funded district-wide through the General rate.</p> <p>Capital expenditure will also be funded by subsidies from the New Zealand Transport Agency, reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity and to smooth funding input. Grants may be available from time to time for specific projects but are difficult to predict. Financial and development contributions are used for funding the additional capacity of projects and to mitigate the effect of developments.</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - District/Area of Service</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Development and/or Financial Contributions</p> <p>Other sources including reserves</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
Airports											
<p>► A diverse economy creating healthy and affordable lifestyles</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>The Te Anau Manapouri airport provides aerodrome services (landing, take off and ground handling facilities) for scheduled airline services as well as locally based commercial, aero medical, agricultural, training and recreational aviation. The facility also provides a function center.</p>	<p>Low</p> <p>The whole community benefits from having an alternative transportation option that connects Fiordland with the rest of New Zealand and the world, and provides convenient access for visitors and businesses with flow-on economic benefits to the district when visitors also choose to travel to other areas.</p>	<p>Medium/High</p> <p>The airport provides aerodrome services for the local Fiordland community and supports the local economy by providing a transportation service to local tourism operators, aviation businesses and residents. The activity also provides an alternative transportation option in the event of an emergency.</p>	<p>Medium/High</p> <p>Recreational pilots and commercial users who use the airport for their business, and individuals who hire the facilities for events, receive a private benefit from the activity.</p>	<p>Aircraft operators, businesses and the rural sector use the airport for their operations and individuals who use the airport for recreation. To an extent, the presence of the Fiordland community also generates a need to provide flight connections to the area.</p>	<p>Current and future years</p> <p>The airport buildings and runway have long useful lives and will benefit current and future generations.</p>	<p>The airport is a relatively small part of Council’s overall expenditure and Council has chosen to amalgamate the overall funding of this activity under the transport activity. As the activity predominantly provides benefits to the Fiordland area, it is appropriate to fund the activity through a separate local targeted rate to properties within this area. This provides transparency to the community about the costs associated with the activity.</p>	<p>10%</p>	<p>90%</p>	<p>0%-15%</p>	<p>85%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of Service</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>
Water facilities											
<p>► Kaitiakitanga for future generations</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>► Inclusive connected communities</p> <p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>Water infrastructure like boat ramps, jetties, wharves and navigation aids enable recreational and commercial access to waterways as well as the ability for residents and visitors to access critical services/goods where the only practical access is available by water. Water facilities provide residents and visitors with easier access to special parts of the district, which enables appreciation of unique natural environments.</p>	<p>Medium</p> <p>The whole community benefits because the infrastructure is part of the larger transportation network that allows for the movement of people and goods throughout the district. The infrastructure also facilitates recreational activities and access to unique natural environments with flow-on economic and tourism benefits. Control structures (i.e. navigation aids, stop banks and marine walls) also support the environment (by protecting from flooding) and help ensure public safety (by having aids that improve navigation).</p>	<p>Medium</p> <p>The parts of the community that have water facilities and boats have easier access and may receive a more direct benefit - with flow-on recreational on economic benefits to the local area where facilities are provided. The activity also provides alternative transportation options to remote areas in the event of an emergency.</p>	<p>Medium/High</p> <p>Recreational and commercial users who use water facilities receive a private benefit from the activity. Commercial use includes vessel mooring and transporting goods/services/ visitors. Facilities are also used by the fishing/aquaculture industry for employees to access work locations. Recreational use includes boating, fishing, and access for hunting and tramping.</p>	<p>Commercial and recreational marine users create the need for the activity. In some cases, additional costs may be caused by damage from vessels. Council may be able to recover damage-related costs where liability is able to be determined.</p>	<p>Current and future years</p> <p>Infrastructure associated with water facilities has a long useful life and will benefit current and future generations.</p>	<p>As water facilities are a relatively small part of Council’s overall expenditure, Council has chosen to amalgamate the overall funding of this activity under the transport activity. As the activity predominantly provides benefits to specific communities, and as there are differences in the scale and level of service provided in different areas, it is considered appropriate to fund the activity as part of local rates targeted to properties within these areas.</p>	<p>30%</p>	<p>70%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (Low) - Area of Service</p> <p>Fees and Charges (High)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>General and targeted rates</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Other sources including reserves</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
							Public	Private	Public	Private	
GROUP: SEWERAGE AND THE TREATMENT AND DISPOSAL OF SEWAGE											
Activity: Sewerage											
Sewerage											
<div><div><div>▶ Kaitiakitanga for future generations</div><div>▶ A diverse economy creating healthy and affordable lifestyles</div></div><div>The activity provides a sewage disposal service to consumers who are able to connect to a scheme within the district, which helps to protect the environment, public health and facilitate economic development.</div></div>	<div><div>Low</div><div>The whole community benefits from the appropriate management of sewage and wastewater as this helps to protect public health and prevent environmental pollution. It also supports commercial and industrial businesses, which has flow-on benefits to the wider economy.</div></div>	<div><div>Medium</div><div>People, properties and businesses in the serviced areas benefit because the collection and treatment of sewage reduces the possibility of health problems in high density communities where on-site systems are not effective. The activity also ensures the disposal of sewage does not negatively impact the amenity value of an area or effect nearby waterways. It also enables commercial and industrial businesses in these areas to dispose of their trade waste.</div></div>	<div><div>High</div><div>Individual consumers who want to and are able to connect to a Council scheme can be identified as the beneficiaries as they can dispose of their wastewater safely and conveniently. Tankered waste businesses, whilst not connected, are able to discharge their effluent at treatment plants and therefore also benefit.</div></div>	Premises with multiple pans and commercial and industrial enterprise create trade wastes which can impact/increase the load on treatment facilities. Growth in certain areas of the district can also contribute to the need, and require expansion of infrastructure.	<div><div>Current and future years</div><div>Sewerage infrastructure has a long useful life and will benefit both current and future generations.</div></div>	There are benefits in funding the activity separately as this allows Council to specifically charge those in serviced areas. These properties can be readily identified and charged. Given the importance and financial scale of the activity, a targeted rate has been used to clearly identify the costs associated with the wastewater activity. Trade waste discharges cause additional costs and will be charged for via trade waste rates and fees and charges.	30%	70%	<div><div>0%-30%</div><div>70%-100%</div></div>	<div><div>Rationale</div><div>The private good component reflects the private benefit received by individual households and businesses. A user pays philosophy applies given that the users of this activity can be easily identified and it is administratively efficient to apply targeted rates. The exacerbator pays principle also supports Council’s approach of charging multiple pan charges to non-residential users who have more than one pan/urinal. Operational costs are funded through targeted rates (targeted to properties where connection to a scheme is possible) and through fees and charges (for the trade waste component and costs of new connections). Although each sewerage scheme has different costs to maintain and operate, sewerage schemes across the district have been amalgamated for funding purposes, rather than each scheme paying for its own costs. This means that everyone receiving a similar service (of having access to a scheme), pays the same amount regardless of the costs related to each individual scheme. In general, this benefits those who contribute to smaller schemes, which have a higher per ratepayer cost. Capital expenditure will be funded by reserves or by borrowing to match funding to the expected life of the asset for intergenerational equity purposes and to smooth funding input. Grants may be available from time to time but are difficult to predict. Development contributions may be used for funding the additional capacity of capital projects.</div></div>	<div><div>Operational</div><div>General rate (Low) - District Targeted rates (High) - Area of Service (scheme) Fees and Charges (Low) Other sources (Low)</div><div><div>Capital</div><div>Targeted rates Grants and Subsidies Borrowing Proceeds from Asset Sales Development and/or Financial Contributions Other sources including reserves</div></div></div>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
GROUP: WATER SUPPLY											
Activity: Water Supply											
Water supply											
<div><div><div><div>► Kaitiakitanga for future generations</div><div>► A diverse economy creating healthy and affordable lifestyles</div><div>► Empowered communities with the right tools to deliver the best outcomes</div></div></div><div><p>The activity provides a safe and reliable water supply for people to drink and clean with. This, and the firefighting capability of the water supply helps to protect public health and property and supports a healthy environment.</p><p>The activity also supports a productive economy by providing commercial, industrial and in some instances farms (via stock water supplies) with access to clean water for their activities.</p></div></div>	Low The whole community benefits from the provision of potable water, which provides public health and sanitation benefits. It also enables commercial and industrial businesses to have access to clean water for their activities which has flow-on benefits to the wider economy.	Medium People, properties and businesses in the serviced areas benefit from the availability of a safe and reliable water supply and the provision of firefighting capacity.	High Individual consumers connected to a Council serviced water supply get a direct benefit by having access to potable drinking water for domestic, business, industrial and stockwater uses.	<p>People who are connected to the water schemes primarily create the need.</p> <p>Commercial and industrial enterprise and other high users can place extra burden on the supply.</p> <p>Growth in certain areas of the district can also contribute to the need and require expansion of infrastructure.</p>	Current and future years Water supply infrastructure has a long useful life and will benefit both current and future generations.	<p>There are benefits in funding the activity separately as this allows Council to specifically charge those in serviced areas. These properties can be readily identified and charged.</p> <p>Given the importance and financial scale of the activity, a targeted rate has been used to clearly identify the costs associated with the supply of water.</p> <p>Supply of water in excess of residential volumes, causes additional costs and will be charged for via metered water rates or fees and charges.</p>	30%	70%	0%-30%	70%-100%	<p><i>Operational</i></p> <p>General rate (Low) - District</p> <p>Targeted rates (High) - Area of Service (scheme)</p> <p>Fees and Charges (Low)</p> <p>Other sources (Low)</p> <p><i>Capital</i></p> <p>Targeted rates</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Development and/or Financial Contributions</p> <p>Other sources including reserves</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
GROUP: COMMUNITY LEADERSHIP												
Activity: Community Leadership												
Representation and Advocacy												
<div><div><div>► Empowered communities with the right tools to deliver the best outcomes</div><div>► Inclusive connected communities</div></div><div>This activity provides for the ability to elect local representatives and supports elected members to be effective, responsible and accountable decision-makers and advocates for their community. This contributes to the open, transparent and accountable democratic process of local government.</div></div>	High <div>The whole community benefits as council and community boards are the vehicles for making decisions affecting the whole district. Enabling decision-making at a range of levels helps to ensure as far as practical that those benefitting from services have an opportunity to have an input into decisions.</div>	Medium <div>Community boards and other local committees represent particular areas or interests within the district.</div>	Low <div>Individuals who interact directly with Council and engage in decision-making processes get a direct benefit.</div>	Living in a democratic society contributes to the need for this activity.	Current year <div>The benefits of this expenditure on this activity are generally experienced in the current year. Advocacy on specific issues may, however have longer-term impacts for the community.</div>	Given the high degree of public benefit there is limited benefit perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community leadership activity with the rating mechanism to be amalgamated with other activities to reduce collection costs.	95%	5%	100%	0%	<div>Operational</div> <div>General rate (High) - District</div> <div>Other sources (Low)</div> <div>Capital</div> <div>General rate</div> <div>Borrowing</div> <div>Other sources including reserves</div>	
Community and Futures												
<div><div><div>► Kaitiakitanga for future generations</div><div>► A diverse economy creating healthy and affordable lifestyles</div><div>► Inclusive connected communities</div><div>► Empowered communities with the right tools to deliver the best outcomes</div></div><div>This activity supports building the capacity and capability for communities to have greater resilience to change and helps people to understand the issues surrounding Council activities. It also provides opportunities to participate meaningfully in shaping the district. The activity supports benefits from improved economic activity, choice, employment opportunities and incomes.</div></div>	High <div>The whole community benefits from having strong communities and encouraging collaboration and partnerships. Benefits from regional economic development and district promotions accrue largely to the community. This is due to the ongoing economic benefits created from business support, promotion, visitor spending, creation of employment and investment in the potential of the district.</div>	Low-Medium <div>The activity does benefit particular communities or groups in some instances (e.g. youth, clubs, volunteer groups, retailers, tourist operators, accommodation providers). However it is often impractical and undesirable to target funding from these groups.</div>	Medium <div>Some benefits may accrue to businesses or individuals using these services or involved in particular initiatives (e.g. community organisations or tourism operators) or people who gain employment.</div>	All businesses, individuals, agencies, visitors and community groups in the district create the need.	Current year and future years <div>The benefits of this expenditure on this activity are generally experienced in the current year. The outcomes of community led development, planning and engagement and regional economic development may, however have longer term benefits.</div>	Given the high degree of public benefit there is limited merit perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community leadership activity, with the rating mechanism to be amalgamated with other activities to reduce collection costs.	70%	30%	80%-100%	0%-20%	<div>Operational</div> <div>General rate (High) - District</div> <div>Targeted rates (Low) - Area of Service</div> <div>Other sources (Low)</div> <div>Capital</div> <div>General rate and targeted rates</div> <div>Other sources including reserves</div>	

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted		
							Public	Private	Public	Private	
Community Assistance											
<ul style="list-style-type: none">▶ Kaitiakitanga for future generations▶ Empowered communities with the right tools to deliver the best outcomes▶ Inclusive connected communities▶ A diverse economy creating healthy and affordable lifestyles <p>This activity provides funding support to various individuals and organisations to undertake a range of social, cultural and economic initiatives throughout the district, which benefit the wellbeing of the community.</p>	Medium The whole community benefits from funding provided to organisations that deliver services and activities to meet the social, cultural and economic needs of the community. Support is provided to organisations throughout the district.	Medium Groups and organisations can receive benefit, through the receipt of funding to support their activities.	Medium Individuals receive benefit, through the receipt of funding to support their activities. Individuals who use any of the facilities/services offered by organisations that receive funding from Council, also will benefit.	Individual community groups that are seeking assistance create the need. The community also create the need by requiring various services.	Current year The benefits of this expenditure on this activity are generally experienced in the current year. The outcomes of funding (in terms of the impact on people and communities) may have longer term benefits, particularly where community facilities are built.	Given the high degree of public benefit there is limited merit perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the community leadership activity, with the rating mechanism to be amalgamated with other activities to reduce collection costs.	50%	50%	80%-100%	0%-20%	<i>Operational</i> General rate (Medium) - District Targeted rates (Medium) - District / Area of Service Other sources (Low) <i>Capital</i> General and targeted rates Other sources including reserves
GROUP: ENVIRONMENTAL SERVICES											
Activity: Environmental Services											
Resource Management											
<ul style="list-style-type: none">▶ Kaitiakitanga for future generations▶ Empowered communities with the right tools to deliver the best outcomes▶ Inclusive connected communities▶ A diverse economy creating healthy and affordable lifestyles <p>The activity controls the development of the district and provides for the sustainable management and enhancement of the environment for current and future generations.</p>	High The whole community benefits from the sustainable management of the district’s natural and physical resources and the appropriate development of land and buildings. Individuals also benefit from general planning advice relating to potential resource consents or resource management, as well as from resource consent monitoring and enforcement activities.	Low The parts of the community where development occurs are protected from the adverse effects that development could create e.g. loss of privacy, inundation, local road congestion.	Medium Benefits accrue to individuals who use these services (i.e resource consent applicants) who are provided with legal certainty to undertake an activity. There is also often a direct economic benefit received by the applicant (e.g. developers).	Individuals seeking concerns. There are also costs incurred in responding to those who do not comply with the rules or consent conditions. Some of the costs related to inspections and enforcement can be recovered. Considerable time can also be spent dealing with individual appeals and objections e.g. where a property owner disputes that a resource consent is required.	Current year and future years The benefits of this expenditure on this activity are generally experienced in the current year. However there are intergenerational benefits to the community through protection from adverse environmental impacts.	While Council has chosen to amalgamate the overall funding of this activity under the environmental services activity, given the high degree of private benefit, Council uses fees to ensure users are contributing towards the cost of the service (with the rating mechanism to be amalgamated with other activities to reduce collection costs).	60%	40%	70%-100%	0-30%	<i>Operational</i> General rate (High) - District Fees and Charges (Low) Other sources (Low) <i>Capital</i> General rate Fees and Charges Grants and Subsidies Borrowing Proceeds from Asset Sales Other sources including reserves

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
Animal Services												
<p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>This activity protects human safety and health through the registration, and through the enforcement of legislation, bylaws and policies.</p>	<p>Low</p> <p>The whole community benefits from the general advice and education provided about animals, and through animal management practices ensuring public safety.</p>	<p>Low</p> <p>Urban parts of the community with housing in close proximity may receive a greater benefit because of the higher probability of animal control complaints related to barking and wandering dogs.</p>	<p>High</p> <p>Benefits from the activity accrue mainly to animal owners, from the provision of a service.</p>	<p>Animal owners who do not manage their animals appropriately create additional costs associated with investigating complaints, impounding of stock and prosecution of offenders.</p> <p>The general public, who have an expectation and desired standard for animal care and control, also create a need.</p>	<p>Current year</p> <p>The activity is primarily an operating activity, where the benefits are generally experienced in the current year.</p>	<p>While Council has chosen to amalgamate the overall funding of this activity under the environmental services activity, given the high degree of private benefit, Council uses fees to ensure users are contributing towards the cost of the service with the rating mechanism to be amalgamated with other activities, to reduce collection costs.</p>	<p>10%</p>	<p>90%</p>	<p>0%-30%</p>	<p>70%-100%</p>	<p>Rationale</p> <p>A significant portion of the costs should be borne by animal owners as the majority of the activity relates to their actions or inactions. No particular group or individual benefits more than others so the residual cost should be allocated to the whole district as part of the General rate which reflects the public good associated with providing this activity.</p> <p>Operational costs are funded mainly through fees and charges to reflect private benefit, with some General rate input to reflect the public component of the activity.</p>	<p>Operational</p> <p>General rate (Low) - District</p> <p>Fees and Charges (High)</p> <p>Other sources (Low)</p> <p>Capital</p> <p>General rate</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Other sources including reserves</p>
Environmental Health												
<p>► Empowered communities with the right tools to deliver the best outcomes</p> <p>► A diverse economy creating healthy and affordable lifestyles</p> <p>This activity provides confidence to the public and visitors that activities that may affect public health and safety (e.g. food premises, hairdressers, licensed premises) are safe and comply with the law. It also ensures nuisances that could have a negative impact on community wellbeing, are dealt with.</p>	<p>Medium</p> <p>The whole community benefits from the activity, as it ensures that facilities that have the potential to impact public health/wellbeing meet relevant standards and are safe, healthy and hygienic for the public to use. The activity also ensures nuisances will be responded to.</p>	<p>Low</p> <p>Parts of the community may benefit more than others from bylaws which regulate issues in specific areas.</p>	<p>Medium</p> <p>Individuals, businesses and organisations benefit directly from the assurance that premises are of an acceptable and healthy standard to the consumer and meet other legislative requirements (e.g. liquor licensing). Individuals also benefit from the investigation and resolution of nuisances.</p>	<p>Consumers of food, alcohol and other personal health services create the need for this activity. Suppliers who do not comply with the rules or who create nuisances, also create the need for the activity.</p>	<p>Current year</p> <p>The activity is primarily an operating activity where the benefits are generally experienced in the current year.</p>	<p>While Council has chosen to amalgamate the overall funding of this activity under the environmental services activity, given the high degree of private benefit, Council uses fees to ensure users are contributing towards the cost of the service with the rating mechanism to be amalgamated with other activities to reduce collection costs.</p>	<p>40%</p>	<p>60%</p>	<p>0%-50%</p>	<p>50%-100%</p>	<p>Rationale</p> <p>A significant portion of the costs should be borne by licensed businesses given the benefit they receive from being able to operate their business. Direct inspections of premises are user fees, but some fees are set by government legislation and therefore full cost recovery is not always possible.</p> <p>For health and liquor licensing there is a moderate level of public good in the general health monitoring and advisory service provided to the community. The public at large also benefit from the activity through the general health monitoring and through Council responding to nuisances, when it is often difficult to identify offenders or impractical to recover costs.</p> <p>As such, residual cost should be allocated to the whole district as part of the General rate.</p> <p>Operational costs are funded mainly through fees and charges to reflect the private benefit, with some General rate input to reflect the public component of the activity.</p>	<p>Operational</p> <p>General rate (Medium) - District</p> <p>Fees and Charges (Medium)</p> <p>Other sources (Low)</p> <p>Capital</p> <p>General rate</p> <p>Fees and Charges</p> <p>Grants and Subsidies</p> <p>Borrowing</p> <p>Proceeds from Asset Sales</p> <p>Other sources including reserves</p>

Community outcomes	Distribution of benefits			Whose act creates need	Benefit Period	Costs and Benefits of Separate Funding	Assessment of Benefit				Indicative Funding Source based on Funding Impact Statement categories (funding range) - Catchment(s) for rate	
	Whole community	Identifiable parts of the community	Individuals				Initial		Adjusted			
							Public	Private	Public	Private		
Building Solutions												
<div><div><div>▶ Kaitiakitanga for future generations</div><div>▶ A diverse economy creating healthy and affordable lifestyles</div><div>▶ Empowered communities with the right tools to deliver the best outcomes</div></div><div>This activity ensures that buildings and structures are safe and sanitary, reducing risks to people and other property.</div></div>	Medium <div>The whole community and visitors to the district benefit through the enforcement of regulations that ensure safe, sanitary and accessible buildings. The activity also provides general public benefit through projects, such as identifying insanitary and earthquake prone buildings and providing advice to the public.</div>	Low <div>Parts of the community which are growing may have a greater demand for the services of the building activity. There is some benefit to the construction industry and its customers.</div>	High <div>Individuals (i.e. people who apply for consents and build or alter buildings) receive a direct benefit from ensuring that their building meets requirements.</div>	People undertaking building work create the need. There are also costs incurred in responding to illegal building work or unsafe and insanitary buildings. Some of the costs related to inspections and enforcement can be recovered.	Current year <div>The activity is primarily an operating activity where the benefits are generally experienced in the current year. However the input into the quality of buildings being constructed are likely to have longer term benefits.</div>	While council has chosen to amalgamate the overall funding of this activity under the environmental services activity, given the high degree of private benefit, Council uses fees to ensure users are contributing towards the cost of the service with the rating mechanism to be amalgamated with other activities to reduce collection costs.	20%	90%	0%-30%	70%-100%	<div>Rationale<div>The major benefit is to the user of the services and hence fees and charges for building consenting are the main funding source given that users of this activity can be easily identified and it is administratively efficient to charge fees. The General rate is used to reflect the public good associated with providing this activity, recognising that everybody benefits from a safe building stock in the district. Council also recognises that it is important for the economic wellbeing of the district not to deter development and growth through high consent costs. Operational costs are funded mainly through fees and charges to reflect private benefit, with some General rate input to reflect the public component of the activity.</div></div> <div><i>Operational</i><div>General rate (Low) - District Fees and Charges (High) Other sources (Low)</div><div><i>Capital</i><div>General rate Fees and Charges Borrowing Proceeds from Asset Sales Other sources including reserves</div></div></div>	
Activity: Emergency Management												
Emergency Management												
<div><div><div>▶ A diverse economy creating healthy and affordable lifestyles</div><div>▶ Empowered communities with the right tools to deliver the best outcomes</div><div>▶ Inclusive connected communities</div></div><div>This activity builds the capacity of the community to effectively prepare, respond to and recover quickly from emergency events.</div></div>	High <div>The whole community benefits from having measures in place to prepare the community for disasters and to be able to respond and recover from them.</div>	Medium <div>Certain parts of the community may be involved in emergency events and receive support during and after the event.</div>	Low <div>There is private benefit to those who are assisted directly in the event of an emergency.</div>	People in the district and particularly those living in high risk areas. The need for the activity is largely driven by natural disasters or weather events and the community expectation that relevant authorities will provide assistance during these events.	Current year <div>The activity is primarily an operating activity where the benefits are generally experienced in the current year. The outcomes of building resilience in communities however may have longer term benefits.</div>	Given the high degree of public benefit there is limited benefit perceived from separate funding. For this reason, Council has chosen to amalgamate the overall funding of this activity under the environmental services activity, with the rating mechanism to be amalgamated with other activities to reduce collection costs	90%	10%	100%	0%	<div>Rationale<div>Although particular groups or areas may receive more benefit from this activity than others in particular emergency situations, the activity protects everyone in the district. It is not practical nor advisable to charge direct beneficiaries for any private benefit. Operating costs will be funded by the General rate to reflect the public good component of the activity. Central Government assistance through grants and subsidies may be available when a Civil Defence emergency is declared, however this cannot be anticipated in advance. The activity does not have a high capital expenditure, however borrowing may be used to smooth rates input should capital expenditure be required. Minor capital expenditure and repayment of debt will be funded via the General rate.</div></div> <div><i>Operational</i><div>General rate (High) - District</div><div><i>Capital</i><div>N/A</div></div></div>	

Appendix A

Overview of the Roothing Rate Model

Provided for explanatory purposes and does not form part of the Policy

The steps below outline how Council allocates roading rates.

1. The total roading rate required is identified through the Long Term Plan or Annual Plan process.
2. Roothing rates are first allocated for heavy vehicle usage (excludes Residential, Lifestyle and Other sectors)
 - \$1.10 is allocated to each sector per tonne of freight moved (to attribute roading rates to each sector, based on the damage it is causing to the roads)
 - Tonnage information is provided by an independent third party
 - A multiplier is applied to the tonnage amount for some sectors (to try and more fairly attribute roading rates to each sector, based on the damage it is causing to the roads (this takes into tonnage not otherwise captured, concentrated road usage at the outer reaches of the roading network and the equivalent standard axles used))
 - The multipliers are 1.2 for Forestry and 1.15 for both Dairy and Non-Dairy farming
 - Minimum tonnage amounts are set for the Industrial, Mining and Commercial sectors (230,000 tonnes) (also to try and fairly attribute roading rates to each sector, based on the damage it is causing to the roads)
3. A uniform annual charge is then allocated to all rating units
 - The uniform annual charge is set at a fixed value of \$80 + GST (as all ratepayers benefit from having access to the roading network)
4. The remaining roading rates are then allocated to all rating units
 - The remaining roading rates are allocated based on a consistent rate in the dollar for all sectors
 - The rate in the dollar is obtained using the total capital value of all applicable rating units
 - A differential factor of 0.3 is applied to the 'Other' industry sector for the General rate in the dollar component of the model

The table below illustrates the resulting allocation of sector rates for 2020/2021. Please note that the information in this table reflects the required rates and model inputs at a certain point in time and will change in relation to future annual and long term plan rates funding impact statements.

How the model allocates sector rates (2020/2021)		
Sector (Landuse)	Total \$M (excluding GST)	%
Dairy	\$4,559	35.5%
Forestry	\$792	6.2%
Farming (non-dairy)	\$4,128	32.1%
Industrial	\$404	3.1%
Commercial	\$413	3.2%
Residential	\$1,493	11.6%
Lifestyle	\$674	5.2%
Other	\$125	1.0%
Mining	\$259	2.0%
Total	\$12,849	100%

3 Roles and Responsibilities

Party/Parties	Roles and Responsibilities
Chief Financial Officer	Ensure compliance with the Revenue and Financing Policy.

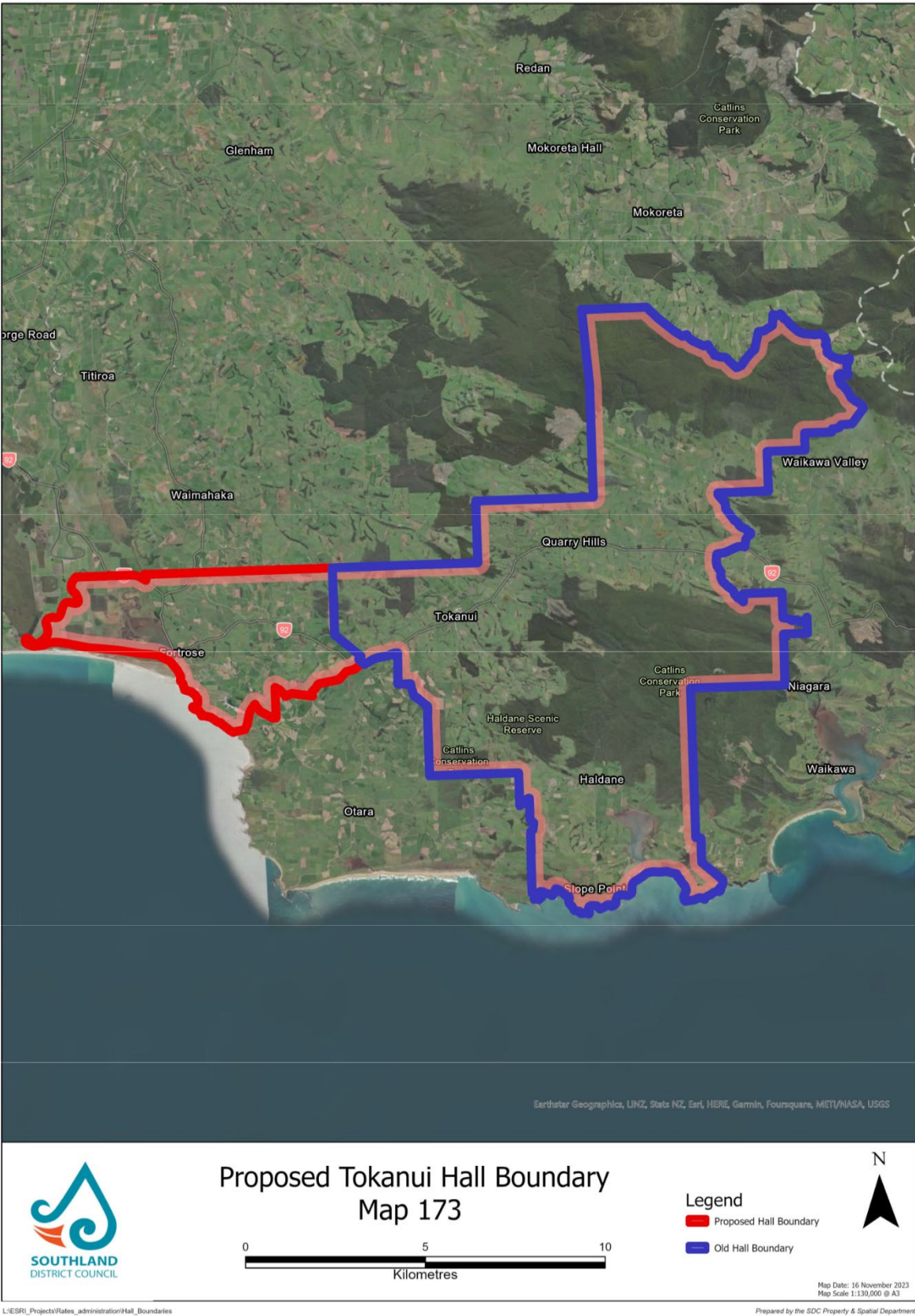
4 Associated Documents

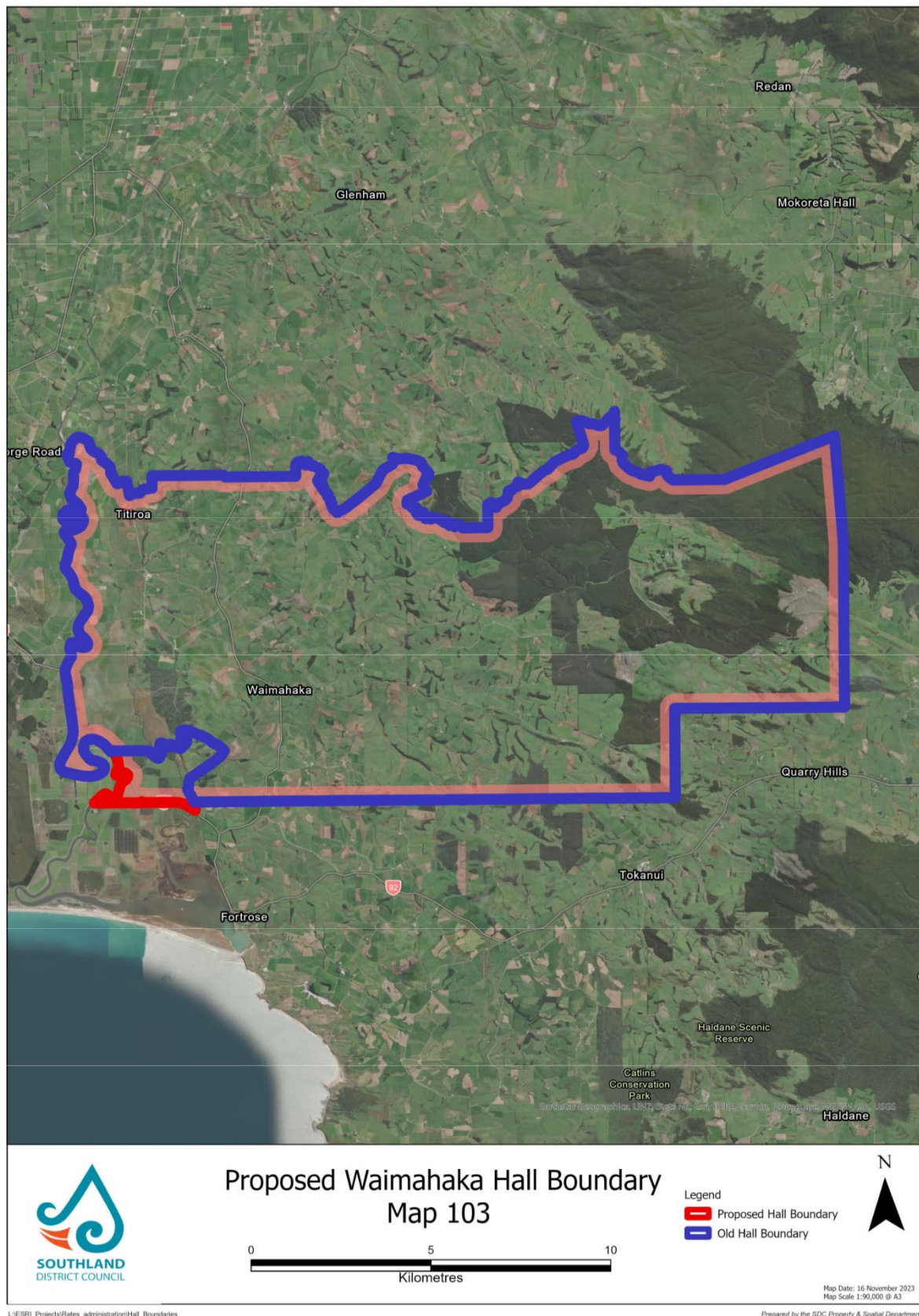
- Local Government Act (2002).
- Local Government (Rating) Act (2002).
- Development and Financial Contributions Policy (R/20/7/30795).

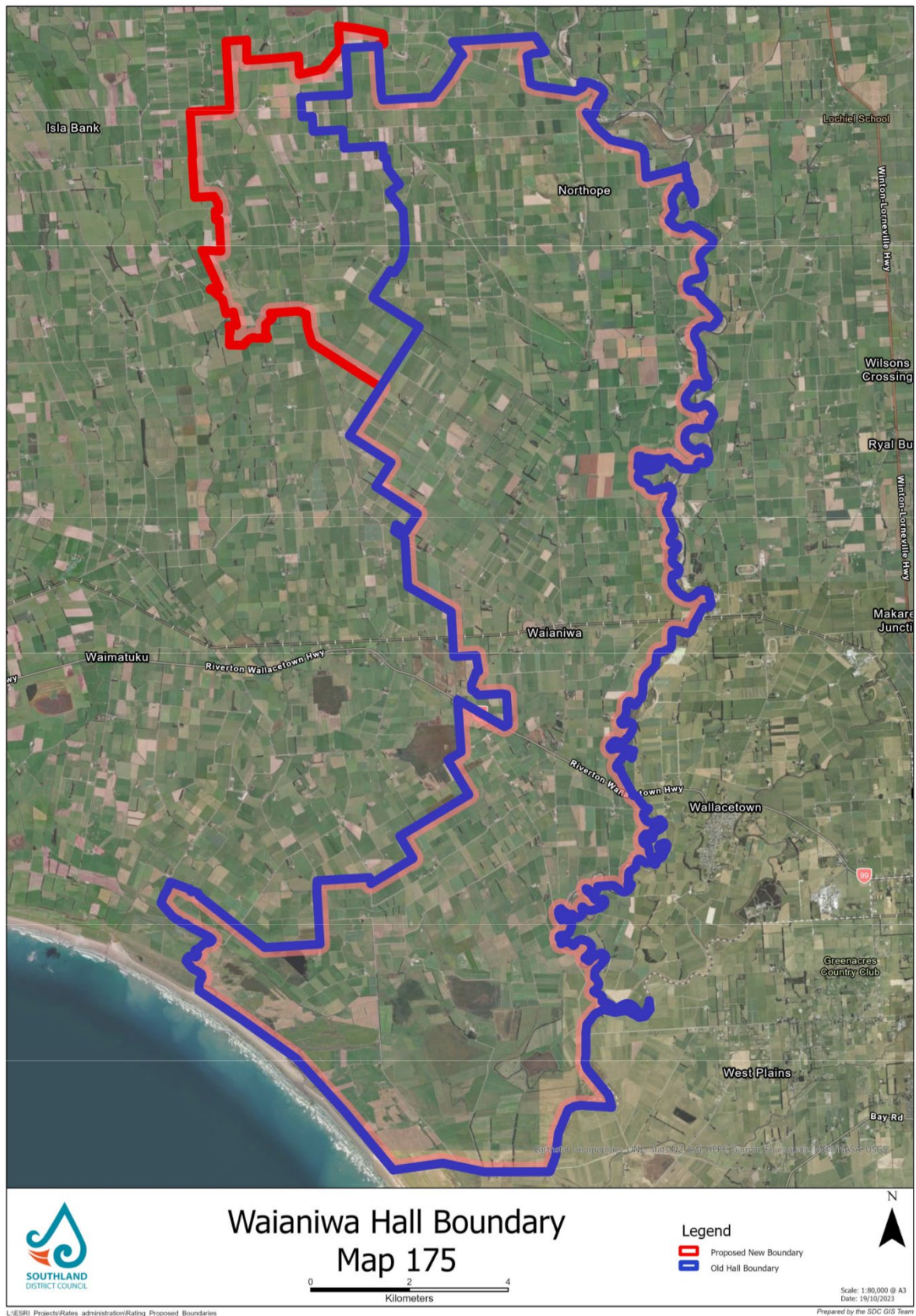
5 Revision Record

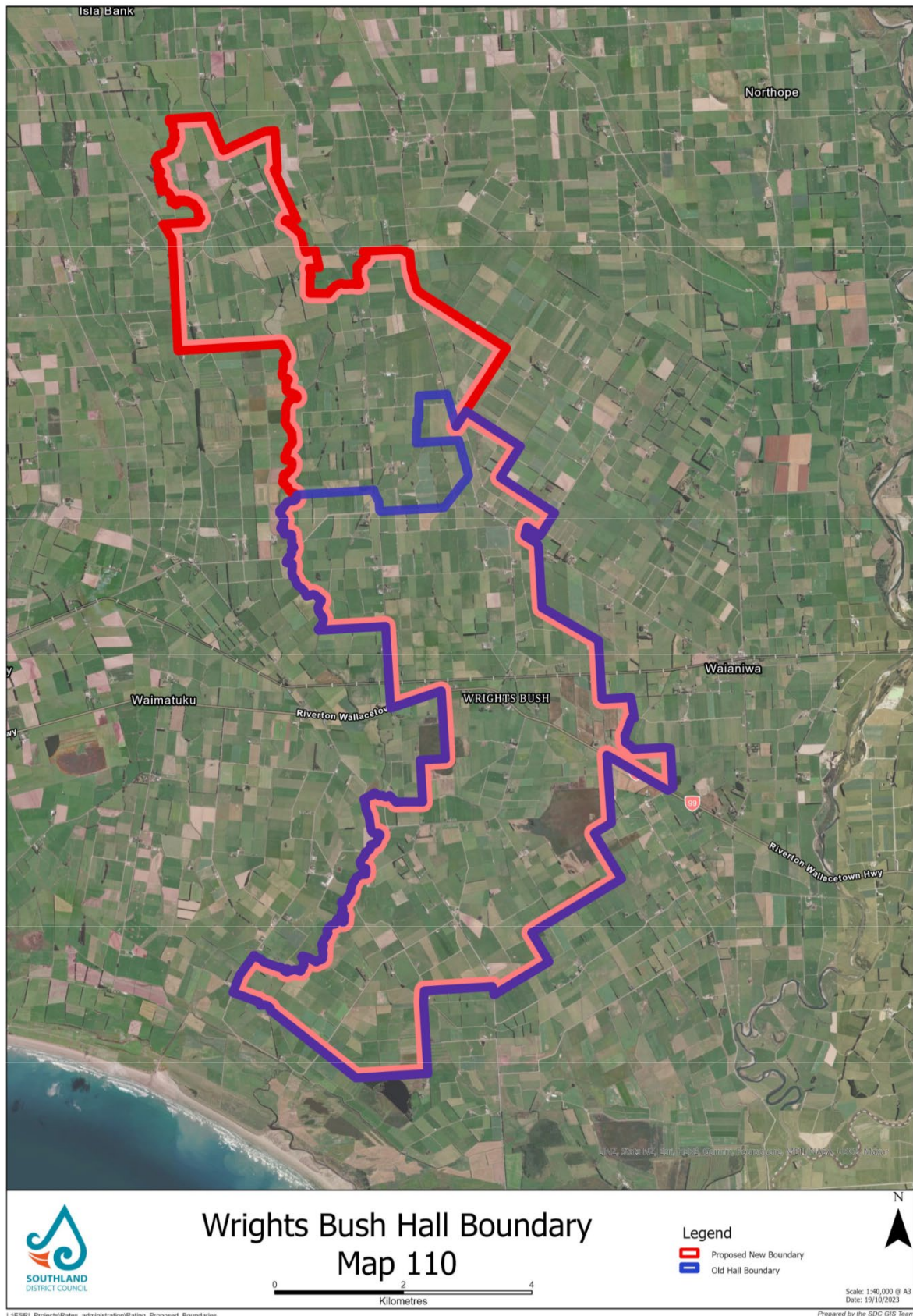
The Revenue and Financing Policy will be reviewed three yearly as part of the Long Term Plan process.

Date	Version	Revision Description
28 January 2021	Final	Revenue and Financing Policy adopted by Council
21 October 2020	Version 1	Draft Revenue and Financing Policy for Council to approve for public consultation









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

Recommendation

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

C8.1 Investigation of proposed ownership transfer of Halfmoon Bay wharf on Stewart Island

C8.2 Property Acquisition

C8.3 Chief Executive's performance review

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Investigation of proposed ownership transfer of Halfmoon Bay wharf on Stewart Island	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>Due diligence and negotiations in process.</p> <p>s7(2)(h) - the withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>Due diligence and negotiations in process.</p> <p>s7(2)(i) - the withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>Due diligence and negotiations in process.</p>	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.
Property Acquisition	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.

	<p>who supplied or who is the subject of the information.</p> <p>s7(2)(h) - the withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	
Chief Executive's performance review	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information or information from the same source and it is in the public interest that such information should continue to be supplied.</p> <p>s7(2)(i) - the withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.</p>