



Agenda

Southland District Council

Wednesday, 12 November 2025, 10am
Council Chamber, Level 2, 20 Don Street, Invercargill

Mayor
Deputy mayor
Councillors

Rob Scott
Christine Menzies
Jaspreet Boparai
Don Byars
Phil Dobson
Paul Duffy
Sarah Greaney
Julie Keast
Tom O'Brien
Brian Somerville
Jon Spraggon
Michael Weusten
Matt Wilson

What is important to us?

Our strategic framework is a big picture of what Council is planning to achieve for our communities in the next three years.

Council vision

Together, with our people, for our future. It's our Southland!

Council mission

Working together for a better Southland.

Our focus is

Strategic priorities



Connected and resilient communities - we collaboratively engage with our partners and communities, along with investing in agile and sustainable practices, to support a vibrant and thriving Southland.



Ease of doing business - we transform the customer experience through partnership, technology and continuous improvement.



Providing equity - we enable all residents to be able to access the same services and tools as part of a fair society.



Robust infrastructure - we deliver innovative and sustainable community focused infrastructure and facilities for the future



Thinking strategically and innovatively - we look for solutions outside of the norm and are not afraid to do something that we have not done before, and we think long-term about the solutions we are providing, while having the flexibility and agility to change direction as necessary.

Our goals for the LTP 2024-2034 are

Outcomes



Social - communities that are connected and have an affordable and attractive lifestyle.



Cultural - communities with a sense of belonging for all.



Environmental - communities committed to the protection of our land and water.



Economic - communities with the infrastructure to grow.



1 Opening

The chair will open the meeting with a Karakia Timatanga.

2 Apologies

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

3 Leave of absence

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

4 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.

5 Additional agenda items

Any additions to the agenda must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting

6 Confirmation of minutes

[Minutes](#) of the Council Meeting held on 29 October 2025.

7 Public participation

Requests to speak should be made by midday of the day before the meeting. Further information is available on www.southlanddc.govt.nz or phoning 0800 732 732.

8 Reports

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9 Public excluded reports

	Exclusion of the public	191
9.1	Milford Sound tourism Ltd: Shareholding matters	

10 Closure

The chair will close the meeting.

Summary of reports

	Report Name	Purpose	Report Type	Significance	Page
8.1	Waikaia Speed Limit Reduction - Submissions, Deliberation and Approval	The purpose of this report is to provide information to Councillors on submissions received during consultation on the Waikaia Speed Reductions Proposal and present options to Council, so that it can make decisions on the final Waikaia Speed Reductions Proposal.	Decision	of moderate importance	9
8.1	Committee structure and adoption of terms of reference	The purpose of this report is for Council to note the governance structure established by the Mayor, adopt the terms of reference of all committees and the community boards and establish two statutory required committees.	Decision	administrative	119
8.3	Appointments to council organisations	The purpose of this report is for Council to appoint elected members to represent Council on external bodies and one council controlled organisation for the new triennium.	Decision	administrative	157
8.4	Elected Members' Remuneration	The purpose of the report is to seek decisions on the allocation of the governance remuneration pool for the remuneration proposal, which includes the underlying remuneration rates of elected members, to enable submission to the Remuneration Authority for their consideration and determination for the 2025-2028 triennium.	Decision	administrative	175
8.1	Adoption schedule of meetings	The purpose of this report is for Council to adopt a meeting schedule for the remainder of 2025 and for the 2026 year.	Decision	-	181

Waikaia Speed Limit Reduction - Submissions, Deliberation and Approval

Record no: R/25/10/51675
Author: Chris Rout, Team leader, organisational policy
Approved by: Vibhuti Chopra, Group manager strategy and partnerships
Report type: Decision

Staff recommendations

That the Council:

- a) notes the information contained in the report.
- b) notes that the matter or decision in this report is assessed as being of moderate importance based on Southland District Council's Significance and Engagement Policy, with consultation undertaken in accordance with the requirements of clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024.
- 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) receives all written submissions on the Waikaia speed limit reductions.
- e) considers the feedback received on the Waikaia speed limit reductions.
- f) in its consideration of the decisions on the Waikaia Speed Limit Reduction Proposal has had regard to:
 - i) the road safety aspects of the Government Policy Statement on land transport 2024-34;
 - ii) the cost benefit disclosure statement for the speed limits proposed; and
 - iii) guidance and information developed and maintained by the New Zealand Transport Agency under clauses 3.12 and 3.13 of the Land Transport Rule: Setting of Speed Limits 2024.
- g) endorses Option 1 and approves a reduced speed limit of 60km/h, which is unadjusted from the proposal publicly consulted on as specified in Attachment D.
- h) resolves that the reduced speed limit of 60km/h will come into effect as soon as reasonably practicable following:
 - i) approval for the reduced speed limit of 60km/h from the Director of Land Transport;
 - ii) approval from New Zealand Transport Authority for the 'stopping place' road classification at the same location;
 - iii) entry of the reduced speed limit of 60km/h in the National Speed Limits Register; and
 - iv) installation of necessary signage for the reduced speed limit of 60km/h.

Purpose

- 1 The purpose of this report is to provide information to Councillors on submissions received during consultation on the Waikaia Speed Reductions Proposal and present options to Council, so that it can make decisions on the final Waikaia Speed Reductions Proposal.

Executive summary

- 2 In March 2025 the Director of Land Transport declined an application from Council to reduce the speed limit on the roads approaching the entry to McKee Park in support of increasing numbers of cyclists and pedestrians accessing the Waikaia Forest Trails, near Waikaia.
- 3 Council's application was declined on the basis of not meeting the revised consultation requirements that came into effect in October 2024 under the new Land Transport Rule: Setting of Speed Limits 2024.
- 4 In April 2025 Council decided to consult on a proposal for a 60km/h reduced speed limit zone in a 500m area around the entry to McKee Park, which was undertaken between 13 August and 24 September 2025, with Council receiving 73 submissions unanimously in support of the proposal.
- 5 Staff are not proposing any changes to the proposal to implement a 60km/h speed limit, as consulted on and are requesting that Council now proceed to deliberate, and if appropriate approve the speed limit reduction as detailed in Attachment A.
- 6 Once approved by Council staff must submit an application to the Director of Land Transport for approval, in accordance with the Rule, alongside an application to the New Zealand Transport Authority (NZTA) to change the classification of the road in the location to a stopping place.
- 7 It is recommended that the new speed limit comes into effect following receipt of approvals from the Director of Land Transport and NZTA, once the speed limit is set on the National Speed Limit Register and appropriate signage is acquired and installed.

Context

- 8 On 10 April 2024 Council chose to explore implementing a reduced speed limit at the entry to the Waikaia Forest Trails entrance at McKee Park near Waikaia in response to a submission from the Waikaia Forest Trails Trust and a supporting proposal tabled by Councillor Wilson when Council was considering adoption of the 2024-2027 Speed Management Plan (SMP).
- 9 Between June and October 2024, the Minister of Transport consulted on and made a new Land Transport Rule: Setting of Speed Limits 2024 (the Rule) which set new expanded consultation requirements for councils attempting to implement speed limit changes.
- 10 In response to frustration raised by the Ardlussa Community Board and Councillor Wilson concerning Council progressing towards consultation with the Community, staff developed a proposal for a 60km/h reduced speed limit zone which was submitted in February 2025 to the Director of Land Transport without further consultation being undertaken.

- 11 The current One Network Framework ‘rural road’ and ‘rural connector’ classifications for the two roads don’t permit councils to set speed limits outside of the prescribed 80-100km/h range. The application identified a need to change the classification of the road at this location to a ‘stopping place’, which is aligned with the changing use of the road by increased number of cyclists and pedestrians and accommodates the proposed 60km/h speed within its permitted 50-80km/h range.
- 12 Council’s application was declined by NZTA in March 2025, with feedback confirming that Council had not met the consultation requirements under clause 3.8 of the Rule but acknowledging that Council could change the classification of the road, although that is a separate process undertaken between Council and the NZTA.
- 13 Staff have since initiated a process with NZTA to change the road classification which is codependent on completion of consultation and a new application to the NZTA for the reduced speed limit.
- 14 At its meeting on 30 April 2025, which was also attended by NZTA Director of Regional Relationships, Ian Duncan, Council decided to consult on the 60km/h reduced speed limit in alignment with NZTA feedback and requirements under the Rule.
- 15 Public consultation on the Waikaia Speed Limit Reduction Proposal ran between 13 August and 24 September 2025, which included two main proposals:
 - Proposal one - Reduce the speed limit to 60km/h for 500m. This reflects the proposal tabled at Council on 10 April 2024. This remains subject to Council also obtaining approval to change the road classification to a stopping place to enable the 60km/h speed limit. This proposal is further outlined in Attachment A.
 - Proposal two - Reduce the speed limit to 80km/h for 800m. This was provided as a contingency option, this is the lowest speed limit permitted based on the current Rural classifications of the two impacted roads. Should Council not be able to obtain approval for the road classification change to a stopping place, Council has met the consultation requirements to implement this option if needed. This proposal is further outlined in Attachment B.
- 16 These proposals are favoured over other options as cost effective approaches to improve safety relative to alternative costly infrastructural changes or less effective speed calming activities.
- 17 More detailed comparison and analysis of these options is covered in the on the Waikaia Speed Limit Reduction Proposal in Attachment C and in the Cost Benefit Disclosure Statement provided in Attachment D.

Discussion

Consultation Feedback

- 18 Council received 73 submissions from consultation which are provided in full in the Submissions Booklet provided in Attachment E.
- 19 Submission feedback was unanimously supportive, with 100% of submitters in favour of the Proposal one - to reduce the current speed limit from 100km/h to 60km/h, and no support provided for Proposal two - to reduce the speed limit to 80km/h, or to retain the current 100km/h speed limit.

- 20 Of 68 submitters who commented, 58 explicitly referenced safety benefits in their comments, and comments from a further nine inferred safety, by noting risks or the logic of the proposal. Some comments identified cyclists and pedestrians, noting a large proportion will be children and families, as groups at risk due to speed in this location. Some submitters also noted additional safety benefits of the reduced speeds for the main turn off to Waikaia township, which is also in the proposed reduced speed zone, along with risk arising from being a narrow road and nearby blind spots.
- 21 Only one submitter asked to change the reduced speed limit zone, requesting Council extend the zone further north to cater for people walking to Cemetery Road, lengthening the 500m 60km/h reduced speed zone proposed by another 600 metres.
- 22 Three submitters each separately proposed installation of one of either street lighting at the intersection/park entry, flashing warning signs, or a pedestrian crossing.
- 23 Three submitters also noted frustration with requirements for Road Controlling Authorities to implement speed limit changes.
- 24 Following consultation, staff identified that responses were not received from two local businesses who are part of stakeholder groups to consult with under the Rule due to either being located on the road subject to the proposals (Mattersville Honey), or who operate a local freight business that use the road (Switzers Valley Transport). Direct follow up has since indicated both businesses are also supportive of Proposal one.

Deliberation

- 25 Council received one proposed variation to the proposals from one submitter which was to extend the reduced speed limit zone for up to 600m further north to Cemetery Road, to allow for pedestrians walking further up to this intersection.
- 26 This extension likely sits outside what could be considered a reasonable distance approaching the proposed 'stopping place' at the entrance to McKee Park, Council is therefore likely limited to a 80km/h speed limit in this additional area due to it retaining its Rural Road classification.
- 27 This extension may also undermine the intended safety benefits of the wider speed reduction proposals. With no pedestrian infrastructure in this area, the reason for the lengthened reduced speed zone is not obvious to motorists or matched to the road environment, which may lead to increased driver frustration and non-compliance.
- 28 Further suggestions received in support of Proposal one, included installation of street lighting, flashing warning signs and a pedestrian crossing at this location, which may further enhance and support the benefits of a reduced speed limit, but will require further investigation, scoping, and costing to progress. As separate measures from a reduced speed limit in this location, these should not be included in and defer Council's decision on this matter.
- 29 Because these suggestions were not raised more widely amongst submissions, and consultation indicates undivided community support for Proposal one - to reduce the speed limit from 100km/h to 60km/h, staff are not recommending further adjustments to the either proposal consulted on for consideration by Council under this report.

Adoption

- 30 Four options on how Council could proceed are presented in this report with the advantages and disadvantages of these options discussed on pages 13 and 14.

- 31 For the first option, Council could approve a reduced speed limit of 60km/h for 500m, which is unadjusted from Proposal One publicly consulted on, as detailed in Attachment A.
- 32 This decision is codependent on staff also obtaining agreement from the NZTA to change the road classification to a 'stopping place', prior to seeking approval from the Director of Land Transport for the speed limit change.
- 33 For the second option, Council could approve a reduced speed limit of 80km/h for 800m, which is also unadjusted from Proposal Two publicly consulted on, as detailed in Attachment B.
- 34 Like the first option, this is seeking approval from the Director of Land Transport for the speed limit change but instead does not require a corresponding road classification change to implement.
- 35 For the third option, Council could choose to do nothing further and leave the current 100km/h speed limit unchanged. This would rely on Council exploring less effective alternative speed calming measures to help reduce motorists speed and notify the presence of cyclists in the area.
- 36 The final option is for Council to propose a different way forward, which could include making different decisions from the recommendations in the deliberation section of this report, either separate from, or in addition to, the other proposals in this report.

Options

- 37 The following reasonably practicable options have been identified and assessed in this report that Council:
- Option 1 – that Council approves a reduced speed limit of 60km/h, which is unadjusted from the proposal publicly consulted on as specified in Attachment A.
- Option 2 – that Council approve a reduced speed limit of 80km/h, which is unadjusted from the proposal publicly consulted on as specified in in Attachment B.
- Option 3 – that Council does not approve any speed limit changes.
- Option 4 – that Council proposes a different way forward.

Recommended option:

- 38 Staff recommend that Council approves a reduced speed limit of 60km/h, which is unadjusted from the proposal publicly consulted on as specified in Attachment A.
- 39 This option is consistent with unanimous feedback received from the community, is reflective of low levels of interest for amendments to the proposal consulted on, and avoids deferring a decision to explore additional speed calming and safety measures at the location.

Option 1 – that Council approves a reduced speed limit of 60km/h, which is unadjusted from the proposal publicly consulted on as specified in Attachment A.

Advantages	Disadvantages
• Unanimous community support • Lowest risk of accident, impact speeds and highest likelihood of survival • Supports utilisation of the Waikaia Forest Trails • No additional infrastructure required	• Highest impact to travel times • Highest economic costs to motorists • Compliance is dependent on supporting ‘stopping place’ road classification • May not reflect Councillor’s views

Option 2 –that Council approve a reduced speed limit of 80km/h, which is unadjusted from the proposal publicly consulted on as specified in in Attachment B.

Advantages	Disadvantages
• Lowered risk of accident, impact speeds and increased likelihood of survival • No additional compliance dependencies • Supports utilisation of the Waikaia Forest Trails • No additional infrastructure required	• Does not reflect community views • Higher impact to travel times • Higher economic cost to motorists • May not reflect Councillor’s views

Option 3 – that Council does not approve any speed limit changes.

Advantages	Disadvantages
• No travel time impacts • No economic cost to motorists • No additional compliance dependencies • No road classification change required	• Greater impact for vulnerable road users from accidents at higher speeds • Does not reflect community views • May not reflect Councillor’s views • Does not encourage utilisation of the Waikaia Forest Trails • Alternative infrastructure may be required to reduce risk and improve safety

Option 4 – that Council proposes a different way forward.

Advantages	Disadvantages
• May better reflect Councillor’s views	• Risk and safety benefits are unknown • May not reflect community views • May require further consultation • Travel time impacts are unknown • Economic costs are unknown • Road classification requirements are unknown • Alternative infrastructure may be required to reduce risk and improve safety

Legal considerations

- 40 Council's legal authority to set speed limits is set under the Land Transport Rule: Setting of Speed Limits 2024 made pursuant to the Land Transport Act 1998.
- 41 The speed limit changes set out in this report are being sought in accordance with subclause 2.6 of the Rule: 'Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval'.
- 42 Under this clause, before Council can implement the speed limit, it must receive approval from the Director of Land Transport, Council's application must provide details of the changes being sought along with confirmation it has met the requirements of Subclause 2.6(2).
- 43 Provided within Attachment F is a detailed breakdown of each of the Director's approval requirements and the actions either already taken by Council, or how those steps will be met by Council.
- 44 Under the requirements, Council needs to ensure it has had regard to, or considered, the following matters when setting speed limits:
- the road safety aspects of the Government Policy Statement on land transport 2024-34
 - the cost benefit disclosure statement for the proposed speed limit
 - guidance and information developed and maintained by the Agency
 - any submissions received during consultation
- 45 To help document and demonstrate it has met the requirements of Subclause 2.6(2), Council is asked under the resolutions section of this report to confirm it has had regard to the requirements in Paragraph 0 in making its decisions to set the speed limit.

Strategic alignment

Strategic direction

- 46 Introducing a lower speed limit to improve safety for increased numbers of pedestrians and cyclists accessing the Waikaia Forest Trails supports Council's community outcomes by making public spaces safer and more inclusive. It encourages physical activity and supports strengthening community connections.
- 47 Strategically, this decision reflects the Council's commitment to equity, resilient infrastructure, and smart planning, ensuring that transport decisions to deliver safer roads prioritise wellbeing and long-term value for everyone.
- 48 By enhancing safety for pedestrians and cyclists at the entrance to the Waikaia Forest Trails, the speed limit reductions help to support the outcomes sought under the Waikaia Forest Trails project partnership between the community, the Ardlussa Community Board, the Waikaia Trails Trust and Southland District Council set out in the 2021-2024 Ardlussa Community Board Plan.

Policy and plan consistency

- 49 The decision to lower the speed limit near the entrance to the Waikaia Forest Trails, where numbers of vulnerable road users are increasing, aligns with the Council's 2024-2027 Speed Management Plan by supporting its goal of a safer, more efficient road network that considers all users.

- 50 It reflects Council's holistic approach to speed management by recognising the recreational use of the area and the presence of vulnerable road users, giving appropriate weight to human factors by improving safety and encouraging use of the area by pedestrians and cyclists.

Financial considerations

- 51 The cost to implement either Proposal One or Proposal Two is estimated to not exceed \$10,000. These costs include the supply and installation of new speed limits signage at the entry and exit to the proposed reduced speed limit zone. At the time of preparation of this report Council has yet to seek accurate costing from suppliers.
- 52 To meet the costs of this work, Council approved a request on 30 April 2025 to approve unbudgeted expenditure of up to \$10,000 plus GST to be funded by a 15-year loan, matched to the useful life of the signs, which is to be repaid from the Ardlussa Community Board rate.
- 53 Costing for alternative options to speed limit reductions, such as infrastructural changes, have not been identified, but staff can scope and investigate these options further if requested by Council.

Significance assessment

- 54 This decision has been assessed as of moderate importance and is not considered significant under Council's Significance and Engagement Policy.
- 55 In evaluating this decision staff have considered the balance between a higher level of local significance and a lower level of significance at a District level.
- 56 Assessment criteria which weight the decision towards a 'moderate importance' assessment include:
- Impacts of level of service – due to enhancing safety outcomes and reflecting community expectations.
 - Alignment with Council strategies/plans/policies – due to alignment with the Southland District Council 2024–2027 Speed Management Plan, supporting Council's goal of a safer, more efficient road network that considers all users.
 - Reversibility of decision – due to the processes and costs required to reinstate a speed limit changed by Council.
 - Public interest and potential controversy – due to higher local interest and potential controversy if Council chooses not to implement the recommended option.
- 57 Remaining assessment criteria are rated lower as having 'some importance', which include impact on community outcomes, impact on specific groups, climate change mitigation/adaptation and financial costs.
- 58 Clause 3.8 of the Rule specifies the consultation requirements Council must follow prior to implementing a speed limit change. These requirements dictate the period of consultation, who Council must consult with and the information which must be made publicly available. Further information on Council's adherence to these requirements is set out in the Director's Approval Requirements provided in Attachment F.

Community views

- 59 Community views captured through the public consultation process are outlined in the Consultation Feedback part of the Discussion section of this report. Feedback received from consultation is also provided in full within the Submissions Booklet provided in Attachment E.
- 60 Submissions received were unanimous in their support for the option to reduce the current speed limit from 100km/h to 60km/h.
- 61 Council has also separately engaged during 2024 and 2025 on the proposals with Te Ao Mārama Incorporated, who represent the four Murihiku Papatipu Rūnanga. While no specific feedback was provided on the proposals, Council has instead been referred to previous submissions made on similar topics, including the Speed Limit Bylaw and Regional Land Transport Plans. The proposal is most notably consistent with their support for investment in active transport modes such as walking and cycling.

Climate change considerations

- 62 When considered against a decision to lower the speed limit, any potential changes to emissions levels are considered marginal and consequently of low relevance to Council's climate change mitigation activities.
- 63 On face value lowering speed limits and encouraging/supporting cycling as an active form of transport seems like it would have a positive impact on greenhouse gas emissions and in turn climate change mitigation.
- 64 Despite Council not having sufficient information to quantitatively estimate emission changes more precisely, any emissions changes resulting from this either proposal are anticipated to be negligible.
- 65 This is due to low numbers of vehicles traveling on these roads, any benefits of reduced speeds of vehicles travelling through the location being offset by negative impacts of vehicles exiting and re-entering traffic, along with active transport on cycles being additional to motor vehicle activity rather than as a substitution as a mode of transport.

Risk and mitigations

- 66 The opening of the Waikaia Forest Trails is increasing the number of pedestrians and cyclists present in the road environment at McKee Park. As this location is in a high-speed road environment, these changes have increased the likelihood of an accident resulting in a serious or fatal injury (SFI) occurring.
- 67 Using NZTA's Infrastructure Risk Rating methodology included in the attached Cost Benefit Disclosure Statement in Attachment D, the current estimated likelihood of an SFI accident occurring in the location is considered rare, at once every 29.98 years.
- 68 Beyond the unfortunate personal impacts of an SFI accident, there are also impacts if Council has not taken reasonable steps to either prevent this occurring, or reduce the outcome severity, which could significantly impact key relationships especially with the local community and the NZTA, and which likewise would attract national media coverage. Overall, this risk without further action by Council, is assessed as Medium.

- 69 The recommended option, Proposal One, is considered the most cost and time efficient treatment to reduce the likelihood and severity of accidents occurring in this location and it is the most strongly supported approach within the community.
- 70 Alternative options are anticipated to either achieve reduced safety outcomes or are considered cost prohibitive to implement and have not been recommended.
- 71 While Council may be unable to eliminate SFI accidents, the recommended option in this report reduces the likelihood, and mitigates impact both within the community and for Council should an SFI accident occur in future.

Next steps

- 72 If Council chooses to proceed with the recommended option, staff will take steps to submit an application to the Director of Land Transport for approval, this will occur alongside a separate request to the NZTA to change the classification of the location to a 'stopping place', to enable the proposed 60km/h.
- 73 If either request is declined, staff will return with further options for Council's consideration.
- 74 If both requests are approved, the necessary signage will be acquired and installed and speed limit information will be entered into the National Speed Limit Register prior to implementation.
- 75 Staff will also notify the community and submitters of Council's final decision and when the new speed limit is anticipated to come into effect.

Attachments

- A Consultation Proposal One - 60km/h [↓](#)
- B Consultation Proposal Two - 80km/h [↓](#)
- C Waikaia Speed Limit Reduction Proposal Document [↓](#)
- D Cost Benefit Disclosure Statement [↓](#)
- E Submissions Booklet [↓](#)
- F Director Approval Requirements [↓](#)

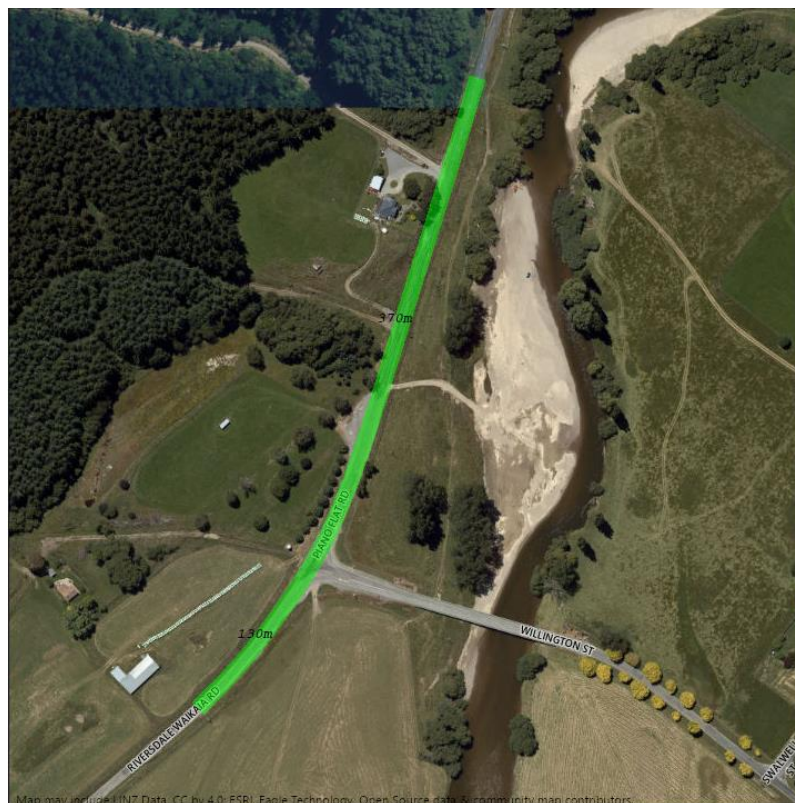
Consultation Proposal One - Reduce the speed limit to 60km/h

This change relies on our obtaining agreement from the NZTA to change the classification of the road at this location to a stopping place. This would allow a reduction in speed limit below what is permitted under the rural road classifications.

If agreed, we are proposing a new 60km/h speed limit, in line with an April 2024 amendment proposed to the Southland District Council 2024-2027 Speed Management Plan, on a 500m stretch of road split between Riversdale-Waikaia Road and Piano Flat Road. 500m is the minimum permitted length of an 60km/h speed zone.

The existing and proposed speed limits are set out in the Table below, with the proposed reduced speed zones marked on the map.

Roads	Existing speed limit	Proposed speed limit	Description
Riversdale-Waikaia Road	100 (km/h)	60 (km/h)	We are proposing a new 60km/h zone extending 130 metres south from the intersection with Wellington Street approaching the entry to McKee Park.
Piano Flat Road	100 (km/h)	60 (km/h)	We are proposing a new 60km/h zone extending 370 metres north from the intersection with Wellington Street.



Consultation Proposal Two - Reduce the speed limit to 80km/h

If we don't obtain agreement from the NZTA to change the classification of the road at this location to a stopping place, the lowest speed limit that could be set in this location to reduce risk and improve safety for road users is 80km/h, based on the rural classifications of the roads.

This alternatively proposes an 80km/h speed limit on a 800m stretch of road split between Riversdale-Waikaia Road and Piano Flat Road. 800m is the minimum permitted length of an 80km/h speed zone.

The proposed speed limit changes are set out in the table below, with the proposed reduced speed zones marked on the map.

Roads	Existing speed limit	Proposed speed limit	Description
Riversdale-Waikaia Road	100 (km/h)	80 (km/h)	We are proposing a new 80km/h zone extending 280 metres south from the intersection with Wellington Street approaching the entry to McKee Park.
Piano Flat Road	100 (km/h)	80 (km/h)	We are proposing a new 80km/h zone extending 520 metres north from the intersection with Wellington Street approaching the entry to McKee Park.





Waikaia Speed Limit Reduction Proposal

Alignment to Waikaia Forest Trails Project – Stage two

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Te Rohe Pōtae o Murihiku

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Purpose and background

We are proposing to reduce speed limits to support delivery of stage two of the Waikaia Forest Trails Project, the first of several planned mountain bike trails.

We want your feedback on our proposal - consultation **runs from midday Monday 9 June 2025 to 5pm Monday 21 July 2025.**

From April 2025, the Waikaia Trails Trust began delivering stages 2-6 of the Waikaia Forest Trails project involving the construction of several mountain bike trails in Waikaia Forest. It is anticipated that most pedestrians and cyclists will access the trails through the main entry at McKee Park and we expect that during peak use times (weekends and holiday periods), around 50-100 people will use the trails.

As the various stages are completed, the number of pedestrians and cyclists accessing the trails, and who will also be near, on, or crossing Piano Flat Road near the park entrance, is likely to increase. This proposal is intended to reduce risk and improve safety for road users in response to this changing activity on Piano Flat Road, which is a high-speed road.

We are required under the Land Transport Rule: Setting of Speed Limits 2024 to consult on these changes before deciding whether the speed limit reductions can be implemented, amended or declined. Any speed limit changes adopted by Council are also required to be certified by the Director of Land Transport prior to implementation.

Proposal details

This proposal is to reduce the speed limit on Riversdale-Waikaia Road and Piano Flat Road approaching the entry to McKee Park near Waikaia to improve safety for an expected increases in pedestrians and cyclists who will be accessing newly constructed mountain bike trails in the Waikaia Forest through McKee Park.

The speed reduction is planned to support the recent completion of Stage 2 of the Waikaia Forest Trails in April 2025. Progressive completion of Stages 3-6 are planned to follow opening additional mountain bike trails. Pedestrians and cyclists will likely use the entrance to McKee Park off Piano Flat Road, which is near the intersection of Riversdale-Waikaia Road, Piano Flat Road and Wellington Street to access these trails. This proposal does not include changing the current 50km/h speed limit on Wellington Street.

Riversdale-Waikaia Road is a rural connector, which means it is used to connect the smaller rural roads in the area, to larger more significant routes. The road is used to access Waikaia along with the Waikaia Forest Conservation Area and Piano Flat Campsite from State Highway 94 at Riversdale. Most recent road user records show most vehicles using this road are cars (63.5%), then light, medium and heavy commercial vehicles (21.2%, 12.5% and 2.8% respectively) which primarily includes local resident and business traffic.

Piano Flat Road is a rural road, which is used to access rural land. The road is also used to access the Waikaia Forest Conservation Area and Piano Flat Campsite from Waikaia and State Highway 94 at Riversdale. Most recent road user records show most vehicles using this road are cars (66.6%), then light, medium and heavy commercial vehicles (25.3%, 4.2% and 4% respectively) which primarily includes local resident and business traffic.

The current speed limit on both roads is 100km/h, which as a high-speed environment, has greater risk of accidents occurring involving death or serious injury as the numbers of pedestrians and cyclists increase at this location increase.

The recommended safe and appropriate speed limit set by the New Zealand Transport Agency Waka Kotahi (NZTA) for the rural classification of these roads is between 80km/h and 100km/h.

We may be permitted to change the classification of the road in this location to a ‘stopping place’, as the evolving use of this location to access the cycle trails aligns with this classification, which is:

A rural destination that has increased activity on the roadside, is accessed from the road and where there are more people walking, cycling and driving in the location, including people crossing the road.

A ‘stopping place’ classification could allow for a lower safe and appropriate speed limit is between 50km/h and 80km/h.

Speed reductions are considered the most cost-effective approach to improve safety for road users, alternatives approaches have been investigated but these are considered:

- cost prohibitive, in the case of large-scale infrastructure changes, or
- less effective or complimentary and better suited to being implemented alongside speed reductions, such as speed advisories and smaller scale infrastructure, including traffic islands or bollards.

For this reason, we’re proposing two possible options to reduce the speed limit from 100km/h, making the road environment safer for all road users.

1. Option One - Reduce the speed limit to 60km/h for 500m

This change relies on our obtaining agreement from the NZTA to change the classification of the road at this location to a stopping place. This would allow a reduction in speed limit below what is permitted under the rural road classifications.

If agreed, we are proposing a new 60km/h speed limit, in line with an April 2024 amendment proposed to the Southland District Council 2024-2027 Speed Management Plan, on a 500m stretch of road split between Riversdale-Waikaia Road and Piano Flat Road. 500m is the minimum permitted length of an 60km/h speed zone.

The existing and proposed speed limits are set out in Table 1 with the proposed reduced speed zones marked on the map in Figure 1.

Table 1: Option 1 - Proposed speed limit changes

Roads	Existing speed limit	Proposed speed limit	Description
Riversdale-Waikaia Road	100 (km/h)	60 (km/h)	We are proposing a new 60km/h zone extending 130 metres south from the intersection with Wellington Street approaching the entry to McKee Park.
Piano Flat Road	100 (km/h)	60 (km/h)	We are proposing a new 60km/h zone extending 370 metres north from the intersection with Wellington Street.



Figure 1: Option 1 - Proposed 60km/h speed limit zone

2. Option two - Reduce the speed limit to 80km/h for 800m

If we don’t obtain agreement from the NZTA to change the classification of the road at this location to a stopping place, the lowest speed limit that could be set in this location to reduce risk and improve safety for road users is 80km/h, based on the rural classifications of the roads.

This alternatively proposes an 80km/h speed limit on a 800m stretch of road split between Riversdale-Waikaia Road and Piano Flat Road. 800m is the minimum permitted length of an 80km/h speed zone.

The proposed speed limit changes are set out in Table 2 with the proposed reduced speed zones marked on the map in Figure 2.

Table 2: Option 2 - Proposed speed limit changes

Roads	Existing speed limit	Proposed speed limit	Description
Riversdale-Waikaia Road	100 (km/h)	80 (km/h)	We are proposing a new 80km/h zone extending 280 metres south from the intersection with Wellington Street approaching the entry to McKee Park.
Piano Flat Road	100 (km/h)	80 (km/h)	We are proposing a new 80km/h zone extending 520 metres north from the intersection with Wellington Street approaching the entry to McKee Park.



Figure 2: Option 2 - Proposed 80km/h speed limit zone

Analysis

A Cost Benefit Disclosure Statement has been prepared in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2024. This document evaluates the proposal and covers safety and travel time impacts, along with anticipated implementation costs.

The information below provides a summary of the conclusions from the Cost Benefit Disclosure Statement.

Safety impacts

Despite there being no accidents at the proposed location over the past five years, the numbers of deaths or serious injuries can be estimated using the NZTA's Infrastructure Risk Rating methodology. The assessment of risk for both roads under this proposal has been identified as medium-high.

To more closely assess risk which reflects the area where this proposal applies, we can assess a shorter 1km segment of each road extending from their intersection with Wellington Street. Using this approach we have identified a medium risk for this shorter segment, and this is mainly due it being a straighter section of road. Comparing this with the anticipated risk resulting from this proposal, the risk remains unchanged under Option 2, while Option 1 has a slightly higher risk due to anticipated estimated increases in access density (which is the number of vehicle access locations (driveways, entrances, etc.) along a

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section of road) associated to the lower proposed speed limit. The difference in risk between both options is very minor with the risk for both roads remaining medium under each option.

The chance of a fatality or serious injury from accidents on these roads is already considered low at 1 every 29.98 years. This is expected to reduce for both options to 1 every 36.74 years, compared with an anticipated increase if the speed limit remained unchanged to 1 every 29.74 years. The anticipated increase is due to projected increases in traffic flow.

Travel time impacts

The proposed speed reductions are anticipated to increase travel times for vehicles traveling at this location. The table below summarises our assessment of the anticipated travel time impacts for the two options

Table 3: Travel Time Impacts Summary

	Option 1 (60km/h for 500m)	Option 2 (80km/h for 800m)
Average journey times		
Current average journey time (100km/h)	32.4 seconds	50.61 seconds
Increase per journey	12.96 seconds	8.21 seconds
Annual increase all journeys	288hours 10minutes	217hours 54minutes
Economic travel time costs		
Per journey	\$0.17	\$0.11
Annual economic cost all journeys	\$13,392	\$10,127

As shown in Table 3 above, the increased journey time for individual motorists is expected to be minimal for both options, and, despite annualised travel impacts for all journeys appearing more significant for both options, both roads are considered low volume roads with an average of less than 1,000 vehicle journeys per day.

NZTA costing methods, for time travelled on rural roads¹, provide an economic cost of \$46.55 per vehicle per hour travelled which, as shown above, estimates a low economic cost both per journey and annually for all journeys based on the projected travel time increases.

Implementation Costs

The costs of implementing either Option 1 or Option 2 of this proposal are estimated to total approximately \$10,000, most of which is the cost of new and replacement signage and its installation at the start and finish of the new reduced speed zone.

Risks for this proposal

To lower the speed limit under Option 1 to 60km/h, Council needs to have the classification of the location changed to a stopping place.

¹ Composite value of time for 'Rural other' roads at all periods (NZTA Waka Kotahi. P72, Monetised benefits and costs manual. Version 1.7.3, May 2025.

While the increased activity of pedestrians, cyclists and other motorists accessing the Waikaia Forest Trails likely meets the description of a stopping place, Council may not be able to change the classification of the location to a stopping place.

This will result in the 60km/h speed limit proposed under Option 1 being unable to be implemented, with the current Rural Connector and Rural Road classifications for Riversdale-Waikaia Road and Piano Flat Road limiting the speed limit reduction that can be implemented to 80km/h.

This risk is the basis for the alternative 80km/h proposal set out in Option 2.

Options

We have several reasonably practicable options we could choose depending on the consultation feedback we receive. A summary and assessment of each option is shown below:

Having considered the feedback received as part of its consultation process, we may decide to:

1. Adopt Option 1 as proposed

We are able to change the classification of the road at this location to a stopping place and the speed limit reduction to 60km/h set out in this proposal is adopted without further amendments.

2. Adopt Option 2 as proposed

The classification of the road at this location is not changed to a stopping place and the speed limit reduction to 80km/h set out in this proposal, is adopted without further amendments.

3. Adopt a variation of Option 1

We are able to change the classification of the road at this location to a stopping place but may adjust the length, location of the zone, any hours of operation, or the reduced speed limit as proposed under Option 1.

4. Adopt a variation of Option 2

Although the classification of the road at this location is not changed to a stopping place, we may adjust the length, location of the zone, any hours of operation, or the reduced speed limit as proposed under Option 2.

5. Not proceed with the proposal

We may choose not to proceed with a speed limit reduction.

6. Make Infrastructure changes

We may consider installing new infrastructure, to slow speeds or reduce risk for road users such as:

- traffic islands or bollards - which have additional costs and are more suited to lower-speed urban roads, where the risk to road users can be reduced by their use. To be considered, this kind of infrastructure would likely need to be accompanied by a speed reduction from the current 100km/h, rather than delivered in isolation.
- Alternative larger scale infrastructure - such as an underpass or overpass, which can come with a substantial capital cost, extended implementation timelines, and can introduce other risks to road users. These measures are more appropriate for a larger volume of vulnerable road users in higher traffic locations where the significantly higher cost is justified.

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7. Install other speed calming measures

We may choose to permanently utilise alternative low-cost speed calming measures such as road markings, along with warning and speed advisory signs to promote awareness of pedestrians and cyclists in the location and encourage drivers to pay attention and slow down.

These measures are considered less effective in reducing a driver's speed when implemented alone and may not lower speeds or the risk of serious injury or death as significantly as a speed limit reduction or if used in combination with speed limit reductions.

Consultation timetable

The table below sets out the planned key dates for this proposal. Any changes to these dates will be publicly advised on our Facebook page and website.

Date	Activity
Monday [DAY] [MONTH] 2025	Consultation period begins
Monday [DAY] [MONTH] 2025	Consultation period ends (5pm)
[MONTH] 2025	Submissions received by Council
[MONTH] 2025	Deliberation and adoption of speed limit reduction by Council
[MONTH] 2025	Speed limit reduction proposal submitted to the NZ Transport Agency Waka Kotahi for certification
Late 2025	Certification by Director of Land Transport
Late 2025	Speed limit reduction implementation

How to have your say

Anyone can make a submission by:

1. completing the online submission survey at www.southlanddc.govt.nz/make-it-stick/
2. emailing a submission form to submissions@southlanddc.govt.nz
3. posting a submission form to:

Southland District Council
PO Box 903
Invercargill 9840
ATTN: Waikaia Speed Limit Change Submissions

4. delivering a submission form to Southland District Council, head office, 15 Forth Street, Invercargill, or at any Southland District Council library or area office.
5. depositing a submission form in the submission box at Waikaia Store - Cafe and Post

Submission forms are also available during normal office hours from Council Offices.



Cost Benefit Disclosure Statement

Waikaia Speed Limit Reduction Proposal

Proposal Summary

We are proposing two options to reduce the speed limit on a section of road approaching the entrance to McKee Park, near Waikaia township, which is used by cyclists and pedestrians to access the recently opened Waikaia Forest Trails.

Option 1 – We propose that the permanent speed limit is reduced from 100km/h to 60km/h on a 500m length of road, extending from the Wellington Street intersection 130m south on the Riversdale Waikaia Road and 370m north on Piano Flat Road, or,

Option 2 – We propose ~~instead~~ that the permanent speed limit is reduced from 100km/h to 80km/h on an 800m length of road, extending from the Wellington Street intersection 280m south on the Riversdale Waikaia Road and 520m north on Piano Flat Road.

Full details of our proposals are provided in the separate Waikaia Speed Limit Reduction Proposal document.

Estimated Safety Impacts

Crash History

The Crash Analysis System managed by NZ Transport Agency Waka Kotahi (NZTA) is the primary tool for recording information on road accidents in New Zealand and there is no record of any accidents on the sections of the roads affected by the speed limit reduction proposals for the previous 5 years. Under this system, accidents are categorised as: Fatal, Serious Injury, Minor Injury, or Non-Injury Crashes.

Estimated impact of the proposed speed limit reduction

Changes to Risk

NZTA estimates the numbers of deaths or serious injuries on New Zealand roads using its Infrastructure Risk Rating (IRR) methodology. Rather than relying on accidents, IRR is used to project the level of risk to an individual road user based on key physical and operational attributes of the road.

Applying this methodology, we have calculated the IRR for the roads with proposed speed limit reductions as set out in Table 1 below, the higher the number the higher the assessed risk for the road.

Table 1: Infrastructure Risk Rating analysis

	RIVERSDALE WAIKAIA ROAD	PIANO FLAT ROAD
NZTA infrastructure risk rating	1.68 (Medium-High)	1.68 (Medium-High)
Infrastructure risk rating (1km segment)	1.34 (Medium)	1.38 (Medium)

June 2025

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	RIVERSDALE WAIKAIA ROAD	PIANO FLAT ROAD
Option 1 (60km/h) - Proposal estimated infrastructure risk rating (road segment)	1.35 (Medium)	1.39 (Medium)
Option 2 (80km/h) Proposal estimated infrastructure risk rating (road segment)	1.34 (Medium)	1.38 (Medium)

The NZTA IRR is determined by assessing the entire road segment, which extends beyond the proposed reduced speed zones. Our estimates are based on a 1km segment IRR from the intersection with Willington Street which more closely aligns with the proposed reduced speed zones and provides a more accurate estimate of the risk for the section of road subject to the proposed reduced speed zones. This is caused by changes to the following factors used in the IRR assessment:

- road alignment - from curved to straight, lowering the IRR
- intersection density – an increase of intersections per kilometre to two on Piano Flat Road.
- increases to the estimated road access density per kilometre on both roads under Option 1 only.

The proposed speed reduction reduces the IRR for both roads relative to NZTA's assessment, lowering the risk category from medium high to medium. The risk for Option 1 is higher due to the increased estimated access density for a lower speed limit road, however this difference is minor with the IRR for both roads' medium for both Option 1 and 2.

Changes in Deaths/Fatalities and Serious Injuries

As noted in the Crash History section above, there have been no deaths or serious injuries observed at this location over the past 5 years and this is largely indicative of low traffic volumes, and the proposed reduced speed limit zone being short.

Based on the volume of traffic we can use product flow models to help estimate the current and anticipated likelihood of fatalities and serious injuries given changes in road usage anticipated from the utilisation of the adjoining Waikaia Forest Trails. These are set out in Table 2 below.

Table 2: Fatality and Serious Injury Projections

Existing estimated fatalities and serious injury rate (high-speed (rural) priority t-junction)	0.0335 per year (or 1 per 29.98 years)
Projected fatalities and serious injuries	
Retaining 100km/h speed limit	0.0336 per year (or 1 per 29.74 years)
Both Options 1 & 2 (high-speed (rural) priority t-junction)	0.0272 per year (or 1 per 36.74 years)

The results for both Options 1 and 2 are the same; as the best model available to use does not scale for speed limits lower than 80km/h. We anticipate expect that the risk and number of fatalities at the lower speed limit of 60km/h will either be the same or below the figures estimated above.

Alternative, more complex, models could be used to attempt to estimate the risk for Option 1 with a 60km/h speed limit, however this requires further data on traffic flow through the intersection between Riversdale Waikaia Road, Piano Flat Road and Willington Street which is not recorded.

Estimated Travel Time Impacts

Reducing speed limits can increase the time it takes motorists to travel through the area as travel speeds drop. Using NZTA Cost Impact Analysis Tools the change of speed limit can be used to estimate the change in average travel speed. Table 3 below shows the impacts to average travel speeds on each road under each proposal.

Table 3: Projected Travel Speed Impacts

	RIVERSDALE-WAIKAIA ROAD	PIANO FLAT ROAD
Current speed limit	100km/h	100km/h
Current average operating speed	69km/h	52km/h
OPTION 1 (60KM/H)		
Estimated new average operating speed	53.4km/h	36.4km/h
Estimated change in average operating speed	-15.6km/h	-15.6km/h
OPTION 2 (80KM/H)		
Estimated new average operating speed	61.2km/h	44.2km/h
Estimated change in average operating speed	-7.8km/h	-7.8km/h

Having considered changes to travel speeds we have estimated travel time impacts for motorists. The table below shows these impacts for vehicles travelling at the posted speed limit, and vehicles travelling at the average speed limits.

Table 4: Individual Journey Time Impacts

	RIVERSDALE-WAIKAIA ROAD	PIANO FLAT ROAD	TOTAL
OPTION 1 (60KM/H)			
Travelling time at speed limit			
At current speed limit	4.68s	13.32s	18s
At new speed limit	7.8s	22.2s	30s
Increased journey time	3.12s	8.88s	12s
Travelling time at average operating speed			
At current average speed	6.78s	25.62s	32.4s
At new estimated average speed	8.76s	36.69s	45.36s
Increased journey time	1.98s	10.98s	12.96s
OPTION 2 (80KM/H)			
Travelling time at speed limit			
At current speed limit	10.08s	18.72s	28.8s
At new speed limit	12.6s	23.4s	36s
Increased journey time	2.52s	4.68s	7.2s
Travelling time at average operating speed			



At current average speed	14.61s	36s	50.61s
At new estimated average operating speed	16.47s	42.35s	58.82s
Increased journey time	1.86s	6.35s	8.21s

Both options anticipate a small increase to individual travel times will occur, with the 60km/h speed limit under Option 1 having a greater impact on individual travel times than Option 2, regardless of whether vehicles are travelling at the speed limit or the average speed. These changes do not allow for vehicles which slow to turn towards Waikaia onto Wellington Street, or who are exiting Wellington Street into the reduced speed zone.

To gauge the overall extent of these time impacts we need to consider the total number of vehicle journeys on the impacted roads, this is shown in Table 5 below on a daily and annual basis.

Table 5: Daily and Annual Vehicle Journeys

	RIVERSDALE- WAIKAIA ROAD	PIANO FLAT ROAD	TOTAL
Current annual average daily traffic	350 vehicles	165 vehicles	515
Current annual traffic estimate	127,750 vehicles	60,225 vehicles	187,975
Projected average daily traffic ¹	359 vehicles	172 vehicles	531
Projected annual traffic	131,150 vehicles	62,775 vehicles	193,925

Despite the annual traffic estimates appearing high, with less than 1000 vehicle journeys per day, both roads are considered low-volume roads both before and following increases in traffic associated to the Waikaia Forest Trails.

When we apply the annual traffic figures to the per vehicle journey times in Table 4 we can identify the annual total additional time travelling for each option, which is shown in Table 6 below.

Table 6: Annual Travel Time Project Impacts for All Journeys

	RIVERSDALE- WAIKAIA ROAD	PIANO FLAT ROAD	TOTAL
OPTION 1 (60KM/H)			
Annual travelling time at speed limit			
At current speed limit	166h 5m	222h 5m	388h 54m
At new speed limit	284h 1m	387h 7m	671h 16m
Increased journey time	118h 5m	164h.17m	282h.22m
Annual travelling time at average operating speed			
At current average speed	240h 41m	428h 31m	240h 41m
At new estimated average operating speed	600h 2m	638h 6m	957h 23m
Increased journey time	78h 35m	209h 34m	288h 10m

¹ These projections are based on an average increase to traffic associated with an average of 50 cyclists per day during holiday and weekend periods when the Waikaia Forest Trails will most likely be used totalling 136 days per year.



	RIVERSDALE- WAIKAIA ROAD	PIANO FLAT ROAD	TOTAL
OPTION 2 (80KM/H)			
Annual travelling time at speed limit			
At current speed limit	357h 42m	313h 10m	670h 52m
At new speed limit	459h 2m	408h 2m	867h 4m
Increased journey time	101h 20m	94h 52m	196h 12m
Annual travelling time at average operating speed			
At current average speed	518h 24m	602h 15m	1120h 39m
At new estimated average operating speed	600h 2m	738h 32m	1338h 34m
Increased journey time	81h 38m	136h 17m	217h 54m

The total travel time impacts are consistent with the individual journey time results in Table 4, an increase to total travel times, with the 60km/h speed limit under Option 1 having a greater impact than Option 2, regardless of whether vehicles are travelling at the speed limit or the average speed.

Based on the above potential time impacts, we are able to estimate the annual economic costs of increased travel time from implementing the reduced speed limits by using the NZTA 'composite value of time for rural other roads for all periods'².

Table 7: Estimated Economic Travel Time Costs

	RIVERSDALE- WAIKAIA ROAD	PIANO FLAT ROAD	TOTAL
OPTION 1 (60KM/H)			
Per Journey Cost			
At new speed limit	\$0.04	\$0.11	\$0.16
At new average operating speed	\$0.03	\$0.14	\$0.17
Annual Cost All Journeys			
At new speed limit	\$5,495	\$7,642	\$13,137
At new average operating speed	\$3,647	\$9,745	\$13,392
OPTION 2 (80KM/H)			
Per Journey Cost			
At new speed limit	\$0.03	\$0.06	\$0.09
At new average operating speed	\$0.02	\$0.08	\$0.11
Annual Cost All Journeys			
At new speed limit	\$4,711	\$4,400	\$9,111
At new average operating speed	\$3,788	\$6,339	\$10,127

² \$46.55/h/vehicle, source table 16, NZTA Monetised Benefits and Costs Manual V1.7.3, May 2025, p72



The Per Journey Costs and Annual All Journey Costs are both considered low would be further offset by any wider economic benefits resulting from reduced crash risks.

Estimated Implementation Costs

Separate from the estimated economic costs from travel time increases above we estimate it would incur the following financial costs to implement this proposal to reduce speed limits.

COST CATEGORY	COST DESCRIPTION	ESTIMATES
PLANNING	The costs relating to planning the speed limit reduction	As a small project we don't anticipate associated planning costs.
ROAD SIGNS	The costs to produce and acquire the necessary signage required to implement the new speed limit.	We have identified that four new signs and two replacement signs will be required. We estimate this cost, when combined with installation costs, will total approximately \$3,000 - \$5,000.
ROAD MARKINGS	Any supporting road markings which would support the new speed limit	We don't anticipate the need for any road markings in connection with the speed reduction, as painting speed limits has had conflicting results and little effect from a safety perspective identified in Australasia. We estimate there will be no additional costs from road marking.
INSTALLATION COSTS	The cost of Council Contractors to install new signage and replace any old signage	We have identified that at least four new signs will need to be installed, and two existing signs will need to be replaced. We estimate this cost, when combined with road sign costs, will total approximately \$3,000 - \$5,000.
OVERHEADS	Include additional costs which are required but do not directly relate to the project, such as traffic management services, contractors' overheads, etc.	We anticipate that minimal overhead costs will be incurred in relation to implementing the new speed limits. We estimate overhead costs will be less than \$500.
CONSULTATION AND ADMINISTRATION COSTS	These costs include staff time, marketing, printing, etc. in connection with the proposal	There will be minimal additional consultation and administration costs associated with implementing the reduced speed limit.



Submissions Booklet Waikaia Speed Limit Reduction Proposal

Waikaia Speed Limit Reduction Proposal

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Submission 1 - Isabelle Frei

Date and Time	9/17/2025 2:02:59 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 2 - Fiona Turnbull

Date and Time	9/17/2025 8:45:02 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

It's the logical choice for safety. The mountain bike trails in the SDC Waikaia forest is fabulous community led vision. It's what the community wants and that should be respected.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 3 - Blair Shallard

Date and Time	9/17/2025 7:14:18 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Pedestrian and cycle traffic across this stretch of road will only increase. Dropping speed to 60 is astute for now and in the future. McKee Park reserve will develop into a greater utilised recreational area with the bike trails there.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 4 - Sharon Shallard

Date and Time	9/17/2025 7:10:23 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

It's a great facility. Have enjoyed riding the trails. The road crossing to McKee Park should absolutely be 60. Without that change vehicles will continue to put bikers, families, walkers and turning traffic at risk.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 5 - Mark shallard

Date and Time	9/16/2025 4:30:33 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Traffic going 100 or 80 past the crossing point for bikers and the turn off into the township is an accident waiting to happen. Big trucks with trailers would struggle to pull up in the time that visibility would allow. 60 is the logical choice.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 6 - Tania Shallard

Date and Time	9/16/2025 4:26:56 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety of course.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 7 - Janferie Robertson

Date and Time	9/16/2025 12:30:34 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for Mountain bikers using the new trail and pedestrians crossing into McKee Park especially children

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 8 - Antony Robertson

Date and Time	9/16/2025 12:29:14 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Having the traffic going slower increases the safety for pedestrians, mountain bikers etc

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 9 - Jann Robertson

Date and Time	9/16/2025 12:27:43 PM
On Behalf of (submitting on behalf of an organisation)	Waikaia Trails Trust
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for Mountain Bike Riders crossing the road into the Mountain Bike Trails

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 10 - Wayne Shirley

Date and Time	9/16/2025 8:49:21 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety first. It's a community led initiative that will bring more people, who stay longer in Waikaia and the surrounding area. Reducing the speed limit will ensure everyone is kept as safe as possible

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Listen to the community- don't measure every town by the same set of rules written in Wellington.

Submission 11 - Gaye shirley

Date and Time	9/16/2025 8:45:36 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 12 - Clarke horrell

Date and Time	9/15/2025 7:43:30 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for all concerned.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 13 - Bevan Hopcroft

Date and Time	9/15/2025 3:58:20 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

There is no sensible reason not to drop the speed limit to 60. The trails in the Waikaia forest are already heavily used and there are plans for more trails. This will increase holiday traffic going to the campground in Waikaia and their safety turning in

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Regional development should be encouraged by NZTA and authorising what has been requested is part of supporting the regions.

Submission 14 - Greg Reed

Date and Time	9/15/2025 3:53:18 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety. It makes sense to reduce the speed to 60km with groups and individuals crossing the road and especially families. Need to keep people safe otherwise they won't return.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Speed reduction is the logically proposal. As NZTA advertising says "the faster you go the bigger the mess". Follow your own messaging and authorise the reduced speed limit.

Submission 15 - Matt Wilson

Date and Time	9/15/2025 2:45:56 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

There is no turning bay for the right angle turn into Willington Street (50km zone) from the current 100km area. Considering this is the main entrance/exit to town, expected increased in pedestrian and cycle traffic, planned activity in the Waikaia forest

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

This proposed option was highlighted by the Ardlussa Community Board during previous Speed Management Plan consultation, yet could not be considered then for implementation by council - due to further consultation requirements... therefore, an idea to imp

Submission 16 - Bernadette Weller

Date and Time	9/15/2025 2:34:30 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

A lot of volunteer hours have gone into this mountain bike trail network. Reducing the speed limit ensures it will be a safe and enjoyable activity to do for individuals, families, adaptive riders for many years. Especially as more trails get added to

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 17 - Rachael Nicholson

Date and Time	9/15/2025 2:29:15 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 18 - Martin Gledhill

Date and Time	9/14/2025 1:07:05 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for the bike riders

Only a small distance so little extra time to car drivers

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Off road tracks are best but appears not practical here so safe interaction is number one item

Submission 19 - Heather Gladys Glozier

Date and Time	9/13/2025 2:01:30 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

The age of bikers ranges for toddler the mature persons. Each biker has varing degrees of experience and as they need to cross the road to get to the bike track sometimes supervising younger children I think the speed limit should be reduced . This road i

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 20 - Karrie Morton

Date and Time	9/12/2025 4:33:15 PM
On Behalf of (submitting on behalf of an organisation)	Myself
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Road safety for bikers

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Slow the traffic

Submission 21 - Jake Morton

Date and Time	9/12/2025 4:31:21 PM
On Behalf of (submitting on behalf of an organisation)	Myself
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Child safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Essentially saving lives

Submission 22 - Leeanne Cooper

Date and Time	9/12/2025 1:01:40 PM
On Behalf of (submitting on behalf of an organisation)	Cooper Family
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Child/Adult safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Congratulations WTT on the bike trails

Submission 23 - Mairi Dickson

Date and Time	9/11/2025 8:22:48 PM
On Behalf of (submitting on behalf of an organisation)	Switzers Museum
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Same as now when cyclists are present.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 24 - Carl Dennis Hoffman

Date and Time	9/11/2025 7:04:27 PM
On Behalf of (submitting on behalf of an organisation)	Nil
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

A matter of safety for all concerned. As the bike park gets bigger there will be a lot more people about

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 25 - Russell Morton

Date and Time	9/11/2025 5:25:17 PM
On Behalf of (submitting on behalf of an organisation)	Russcoll Excavating Ltd
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I drive heavy machinery-safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Many blind spots, narrow road for my transporter and truck.

Submission 26 - Graeme Robert Dickie

Date and Time	9/11/2025 1:14:59 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

People arent expecting young cyclists to be crossing the road at that intersection. My grandkids will be crossing that road regularly and i want motorists to be wary.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 27 - Wayne Collins

Date and Time	9/9/2025 4:50:20 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Makes absolute sense to drop the speed limit. Safety. Lots of trucks going along that road.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 28 - Cora Collins

Date and Time	9/9/2025 4:48:32 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for families bikers walkers and holiday traffic turning in and out of waikaia

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 29 - Aaron Goodall

Date and Time	9/9/2025 9:50:28 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

A reduction to 60km/h is vital for the safety of cyclists especially children. Coming off the bridge is a down slope and cartage trucks etc are driving across at 100km/h or more.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

There will definitely be more cyclists in the area and any appropriate speed limits should be in place with visible signage.

Submission 30 - Rayleen Joy Dunick

Date and Time	9/8/2025 6:53:00 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

It seems to be the most sensible option

And shouldn't really have an impact on any motorist as they should be slowing down for the bends and the turn-off to the Waikaia township.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

I appreciate having an opportunity to have my say thank you.

Submission 31 - Sam Ruddenklau

Date and Time	9/8/2025 11:10:46 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Critical for safety of pedestrians and cyclists to have a reduced speed limit to 60km/hr at the point of crossing. This is a busy road and does not have extended sightlines, especially for vehicles travelling south, so a reduced speed limit in the area in

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 32 - Kathryn Patricia Hollings

Date and Time	9/7/2025 9:01:41 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

To make it safe for people to cross the roads especially as there will be many families with children using this area.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 33 - Stephanie Rossiter

Date and Time	9/7/2025 10:03:09 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for cyclist especially families with children

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 34 - Sue J Sanson

Date and Time	9/7/2025 8:31:33 AM
On Behalf of (submitting on behalf of an organisation)	Waikaia Forest Trails
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

With more pedestrians, bikers and families using the bike park and having to cross the main road on that corner. It would make a safer passage to this new facility..if the vehicles were going slower.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 35 - David Stevenson

Date and Time	9/7/2025 8:30:55 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 36 - Sandra Stevenson

Date and Time	9/7/2025 8:29:44 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 37 - Trevor Roughan

Date and Time	9/6/2025 1:59:12 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety of everyone

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 38 - Anne Roughan

Date and Time	9/6/2025 12:12:45 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for drivers and bikers. Children and adults crossing

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 39 - Theresa Dickson

Date and Time	9/5/2025 10:20:04 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Keep our children, ourselves and other people/families safe when crossing to go on mountain bike track. Waikaia is a very popular summer holiday location so I feel that with all the extra traffic around and people crossing the road to use bike track would

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 40 - Shona Jeanne Welsh

Date and Time	9/3/2025 6:54:20 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Just common sense! It's not a huge area and would just make it safe for all those that use the area.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 41 - Nigel Ferguson

Date and Time	9/3/2025 2:53:31 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Increase safety for cyclists and pedestrians crossing the road to access the trails.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Adding a Street light or lights on this intersection will improve visibility in low light and night times

Submission 42 - Sarah Geary

Date and Time	9/2/2025 8:27:24 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I don't believe slowing down to 80km/h is a significant amount. In Mandeville is 80 and people still speed through. I think 60 is a safer option. Being a fellow cyclist, a can see the importance of cars travelling slower.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 43 - Tina Mann

Date and Time	9/2/2025 5:50:51 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 44 - Leanne McDowell

Date and Time	9/2/2025 12:34:05 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 45 - christine england

Date and Time	9/2/2025 12:14:17 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 46 - Finn Goodal

Date and Time	9/2/2025 11:20:10 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Many kids will be using this road coming off the bridge and reducing the speed zone will make it a lot safer. Especially since there are many heavy vehicles that use this road

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 47 - Tessa Geddes

Date and Time	9/2/2025 11:01:14 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety reasons for the cyclists

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 48 - Dylan Ditchfield

Date and Time	9/2/2025 10:35:14 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

From my experience the stage of road either side leading up to the turnoff to Waikaia is a lot busier now than it has ever been. Waikaia is a popular place for many now and the traffic moving by the turnoff is constant, often moving at pace. Now that the

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 49 - Clare Winifred Ryan

Date and Time	9/2/2025 10:20:04 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I drive to Waikaia fairly regularly for work and it's a lovely quiet little village, I'm excited by the new bike track developments but I think without clear signage to slow down appropriately many new visitors will not realise how dangerous they will be

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Would you consider a pedestrian crossing to access McKee Park??

Submission 50 - Liz Greene

Date and Time	9/2/2025 10:13:40 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for all users

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 51 - Colleen Frances Morton

Date and Time	9/2/2025 10:13:40 AM
On Behalf of (submitting on behalf of an organisation)	Russcoll Excavating Ltd
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety of bikers, walkers and community

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 52 - Murray Kelso

Date and Time	9/1/2025 5:42:19 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Truck and trailer units, stock trucks and milk tankers all use the road in question generally just travelling past the turn off to Waikaia. They are not slowing down for any reason. Their ability to pull up fast for bikers of all ages and abilities and w

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Local government should have the authority to approve this rather than NZTA

Submission 53 - Richard clarkson

Date and Time	9/1/2025 9:37:05 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 54 - Jolene Clarkson

Date and Time	9/1/2025 9:22:22 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 55 - Denise Ballantine

Date and Time	8/28/2025 7:07:34 AM
On Behalf of (submitting on behalf of an organisation)	Waikaia Speed limit reduction
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Please reduce the limit to make it safe

Submission 56 - Philippa M Christie

Date and Time	8/27/2025 8:00:14 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I think this is the safest option to deal with the increased number of cyclists and also younger children predicted to use the mountain bike track.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

I would like to see the speed reduced all the way to Cemetery Road. I enjoy walking to the cemetery when I am in Waikaia, Piano Flat Road between the turn off and the cemetery is quite undulating and has very little verge.

Submission 57 - Sue Tree

Date and Time	8/27/2025 2:18:34 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 80km/h

What are your reasons for this choice:

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Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

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Submission 58 - Ceilia Watkins

Date and Time	8/26/2025 10:08:19 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I feel this will be the safest option as numbers of users increase

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 59 - Struan Robertson

Date and Time	8/26/2025 8:23:55 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 60 - Michelle Houghton

Date and Time	8/16/2025 6:50:37 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety, if the expected increase comes then safety is a big concern. It is only for a short period

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Link speed limit with the bridge too which is already low speed.

Submission 61 - Robert Evans

Date and Time	8/15/2025 1:16:07 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

It's a narrow, twisting road. Cyclists would be in serious danger when sharing this road with speeding motorists. In fact I would have preferred 40 km/hr.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 62 - Mary

Date and Time	8/15/2025 9:27:24 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 63 - Sal Beisly

Date and Time	8/14/2025 7:38:01 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 64 - Jennifer Hellewell

Date and Time	8/14/2025 7:35:20 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for everyone.. holiday makers, families, walkers etc

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 65 - Catherine Robertson

Date and Time	8/14/2025 7:31:57 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for- Bikers going to bike trails

Bikers visiting Waikaia

People going to cemetery/funerals

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 66 - Brigid Ponga

Date and Time	8/14/2025 7:04:15 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 67 - Gaynor Kerr

Date and Time	8/14/2025 8:25:11 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for all. Logical option

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 68 - Hilary Kelso

Date and Time	8/14/2025 8:05:20 AM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Safety for pedestrians and bikers, especially families is imperative. 60 is the logical choice. The slower the safer it will be.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

It is not only for the bike trail network this reduction should be made. Holiday makers with caravans/motor homes turn into and out of Waikaia at this junction. Visibility from the piano flat direction is not ideal with the blind corner up by Davis road.

Submission 69 - Linda Mary Moore

Date and Time	8/13/2025 1:34:09 PM
On Behalf of (submitting on behalf of an organisation)	Clutha Development
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

I support reducing the speed limit from 100km/h to 60km/h on the affected section of Riversdale-Waikaia Road and Piano Flat Road to improve safety for the growing number of cyclists and pedestrians who will travel to enjoy the Waikaia Mountain Bike Trails

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 70 - Sarah Jane Crooks

Date and Time	8/13/2025 12:33:47 PM
On Behalf of (submitting on behalf of an organisation)	
I have understood and agree with the privacy statement	Yes

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

100km/h to 60km/h

What are your reasons for this choice:

Children and Adults use this section of the road to access bike trails and it would be best to ensure vehicles reduce their speed as much as practical to increase reaction time.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Flashing lights that turn on as a vehicles comes towards area like they use for schools to alert driver they are entering a different speed zone and pedestrians and cyclists will be encountered

Submission 71 – Ardlussa Community Board



WAIKAIA SPEED LIMIT REDUCTION PROPOSAL

The legal requirements for Council to make changes to speed limits have tightened considerably under the Land Transport Rule: Setting of Speed Limits 2024. Council must follow new stricter consultation requirements and provide confirmation that we have met these when seeking approval from the Director of Land Transport before we can implement any changes to speed limits.

We received a letter from the Ardlussa Community Board which indicated that, from consultation it has been involved in, there is community support for Council to implement the proposal. This is good news, however, as noted above, Council is responsible for undertaking its own consultation on the proposal.

A speed limit reduction is proposed to improve safety following the opening of the new Stage 2 mountain bike trails in the Waikaia Forest earlier this year which has seen an increased number of pedestrians and cyclists on, near or crossing the road at the entry to McKee Park. We expect that the number of pedestrians and cyclists to increase again as Stages 3-6 are completed and new mountain bike trails are added.

Reducing the speed limit on short section of road will help keep everyone safe.

SPEED LIMIT REDUCTION OPTIONS

We are consulting on speed limit reduction options on a short section of Riversdale-Waikaia Road and Piano Flat Road. There are 3 options:

Option 1 - 100km/h to 60km/h



Option 2 - 100km/h to 80km/h



Option 3 - 100km/h - no reduction

PRIVACY STATEMENT

The personal information that you provide in this form will be held and protected by Southland District Council in accordance with our privacy policy and with the Privacy Act 2020.

The privacy policy explains how we can use and share your personal information in relation to any interaction you have with Council, and how you can access and correct that information.

Submissions including your name and opinions on the draft Waikaia speed limit reduction proposal will be published and made available to elected members and the public. We will redact any personal information you provide—other than your name—before publishing.

Please note that you should not include any personal information in the open text fields of the submission form if you do not wish it to be made public.

Contact details provided by you may be given to elected members if they wish to contact you about your submission. Contact details may be used by Council staff for administration of the consultation process. Council staff will have access to complete submissions for the purposes of analysing feedback.

☒ I have understood and agree with the privacy statement (required)

Personal details

Full name (required) Ardlussa Community Board

On Behalf of (submitting on behalf of an organisation) _____

Phone 0800 732 732

Email address (required) Kelly.tagg@southlanddc.govt.nz

Speed Limit Reduction Proposal

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

- ☒ Option 1: 100km/h to 60km/h
- ☐ Option 2: 100km/h to 80km/h
- ☐ Option 3: 100km/h - no reduction

What are your reasons for this choice are:

The newly completed mountain bike trails in the Waikaia forest present an exciting opportunity for the Waikaia (and wider Southland) community. Anecdotally, community members are already reporting increased bikes and vehicles (with bike racks) in the township. The board strongly supports the reduction in speed from 100kmph to 60kmph on the Riversdale-Waikaia Road and the Piano Flat Road so as to ensure that the safety of bike riders, pedestrians and vehicles, who will all be sharing this roadway, is maximised.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

- This extends the previously consulted on speed reduction along Wellington St Bridge (100 to 50kmph)
- The lower speed limit creates a safer turning entrance/exit into and out of the township
- It creates a safer speed area in a location with pedestrian access to popular sites such as McKee Park, the Waikaia River and the Waikaia Cemetery
- The 90 degree turn onto the bridge does not have a "turning bay" and is often used by larger vehicles and towing (caravans etc).

Submission 72 – Northern Community Board



WAIKAIA SPEED LIMIT REDUCTION PROPOSAL

The legal requirements for Council to make changes to speed limits have tightened considerably under the Land Transport Rule: Setting of Speed Limits 2024. Council must follow new stricter consultation requirements and provide confirmation that we have met these when seeking approval from the Director of Land Transport before we can implement any changes to speed limits.

We received a letter from the Ardlussa Community Board which indicated that, from consultation it has been involved in, there is community support for Council to implement the proposal. This is good news, however, as noted above, Council is responsible for undertaking its own consultation on the proposal.

A speed limit reduction is proposed to improve safety following the opening of the new Stage 2 mountain bike trails in the Waikaia Forest earlier this year which has seen an increased number of pedestrians and cyclists on, near or crossing the road at the entry to McKee Park. We expect that the number of pedestrians and cyclists to increase again as Stages 3-6 are completed and new mountain bike trails are added.

Reducing the speed limit on short section of road will help keep everyone safe.

SPEED LIMIT REDUCTION OPTIONS

We are consulting on speed limit reduction options on a short section of Riversdale-Waikaia Road and Piano Flat Road. There are 3 options:

Option 1 - 100km/h to 60km/h	Option 2 - 100km/h to 80km/h
	
Option 3 - 100km/h - no reduction	

PRIVACY STATEMENT

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Submissions including your name and opinions on the draft Waikaia speed limit reduction proposal will be published and made available to elected members and the public. We will redact any personal information you provide—other than your name—before publishing.

Please note that you should not include any personal information in the open text fields of the submission form if you do not wish it to be made public.

Contact details provided by you may be given to elected members if they wish to contact you about your submission. Contact details may be used by Council staff for administration of the consultation process. Council staff will have access to complete submissions for the purposes of analysing feedback.

☒ I have understood and agree with the privacy statement (required)

Personal details

Full name (required) Northern Community Board

On Behalf of (submitting on behalf of an organisation) _____

Phone 0800 732 732

Email address (required) kelly.tagg@southlanddc.govt.nz

Speed Limit Reduction Proposal

We want to reduce the speed limit for a short section of Riversdale-Waikaia Road and Piano Flat Road as shown above to improve safety for the increased numbers of cyclists and pedestrians on their way to and from the new Waikaia Mountain Bike Trails.

There are three options, which option do you choose?

- ☒ Option 1: 100km/h to 60km/h
☐ Option 2: 100km/h to 80km/h
☐ Option 3: 100km/h - no reduction

What are your reasons for this choice are:

The Northern Community Board wishes to submit in favour of lowering the speed limit from 100km/h down to 60km/hr to ensure the safety of bike riders, pedestrians and vehicles who will all be sharing this section of road.

With the Waikaia Forest Trails recent opening of stages one and two it is important to ensure that any increased traffic volume and increased pedestrian and cyclist usage in this area is considered. A reduction in speed limit will assist in increasing the safety of all users on this stretch of road.

Are there any other comments you would like to make about our proposal or do you have other ideas about how we could improve road safety in this location?

Submission 73 – Peter and Lee Anne Cooper

From: Lee Anne Cooper < >
Sent: Thursday, 11 September 2025 10:28 pm
To: Submissions
Subject: Submission for Reserve Management Plan review

This message is from an external sender

As regular visitors too waikaia we would like to submit our submissions to alter the speed limit just over the bridge and alongside McKee park . As visitors monthly to waikaia we have noted the increased traffic and feel a slower speed will ensure the safety of vehicles leaving Waikaia coming off the bridge and coming into the path of a more populated and travelled road by keen cyclists and bike trail enthusiasts.

Submissions for the reduced speed change hereby placed by Peter and lee anne Cooper

Sent from my iPhone

Director's Approval Requirements

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2024 (the Rule) sets the process and requirements to implement speed limit changes using the Director Approval approach.

The tables below provide a breakdown of the specific actions to be taken by Council to satisfy these requirements prior to applying to the Director of Land Transport for approval.

Clause 2.6(2)(a)	
Requirement	For a road outside the school gate, Council must have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13
Council Action	Not Applicable – The Waikaia Speed Limit Proposals (Proposals) do not include a road outside a school gate

Clause 2.6(2)(b)(i)	
Requirement	Council must have regard to the road safety aspects of the Government Policy Statement on land transport 2024-34
Council Action	When this issue is considered against the focus areas of safety within the current Government Policy Statement on Land Transport 2024-34 (GPS), the goal of efficient and cost-effective safety investment is most relevant and is aligned to the Proposals made by Council to reduce the speed limit to address the safety issue in this location. Although there are a variety of alternative infrastructural changes which could be considered, these are either cost prohibitive (such as an overpass or underpass) or are not suited to, and can increase crash risk in, a high-speed road environment (such as level crossings and crossing refuges/islands). Additional signage can also be cost effective, however static warning signage alone has a low impact and achieves better results when used in conjunction with a reduced speed zone, rather than in substitution. Intelligent active warning signs are considered much more effective than static signage, but can significantly increase the costs to Council and ratepayers to further improve road safety in this location. The remaining focus areas are less relevant, investment in safer vehicles and safer drivers does not scale down to address a stand-alone risk at a single rural location and are more appropriate to be implemented at a higher regional, if not national, level. Similarly policing and enforcement are undertaken by national agencies (Police and NZTA) rather than Council, and are not considered relevant for the nature of this issue. To help meet this requirement, Council is asked to have regard to the GPS as part of its decision to implement the proposal speed limit reductions.

Clause 2.6(2)(b)(ii)	
Requirement	Council must undertake and have regard to the cost benefit disclosure statement for the proposed speed limit in accordance with the requirements in clause 3.3
Council Action	The Cost Benefit Disclosure Statement was prepared in accordance with the requirements in clause 3.3 Part 5 of NZTA guidance and has been included with and summarised within the Proposal's consultation documentation.

Clause 2.6(2)(b)(ii)	
	The Cost Benefit Disclosure Statement evaluates the Proposal's options and covers safety and travel time impacts, along with anticipated implementation costs versus the status quo. Safety – There have been no accidents at the location of the proposed speed limit changes during the previous five years. NZTA's Infrastructure Risk Rating methodology estimates that the risk within the location is estimated to improve marginally, although both speed limits within the Proposal retain a medium risk classification, the 80km/h option is marginally better because the model presumes that there will be an increased density of vehicle access points at the lower speed limit, creating more risk. Despite minor variation between the options, both are estimated to reduce the likelihood of a fatal or serious injury in this location to one every 36.74 years (or 2.72%), compared to unchanged one every 29.98 years (or 3.34%) currently which is forecast to worsen slightly to one every 29.74 (or 3.36%) based on estimated traffic increases. Travel Time – As the impacted area is short for both speed limit options, the consequential per journey time impacts are small at 12.96s at 60km/h and 8.21s at 80km/h. The economic cost of this time is \$0.17 and \$0.11 per journey respectively. As low volume roads the total economic impact per year equates to \$13,392 and \$10,127 respectively. Implementation costs – Council's costs to implement the two speed limit proposals are both approximately \$10,000 which, largely comprises the purchase and installation of new signage. To help meet this requirement, Council is asked to consider the analysis within the Cost Benefit Disclosure Statement as part of its decision to implement the proposed speed limit reductions.

Clause 2.6(2)(b)(iii)	
Requirement	Council must have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13
Council Action	In the preparation of Proposal's consultation documentation and undertaking consultation, staff have referred to and incorporated guidance developed by the NZTA under clause 3.12 of the Rule, explicitly the document titled 'Guidance – Land Transport Rule: Setting of Speed Limits 2024'. Specific areas referenced included: • Subsections 3.7-3.9 which covers the process requirements for alternative method proposals and links back to the statutory requirements under clause 2.6 of the Rule • Section 4 which covers speed limit requirements, including speed limit type, speed limit ranges, minimum road lengths, location and road classification which in turn link back to the statutory requirements under Section 4 of the Rule. • Section 5 which covers Cost benefit disclosure statements including assessment models and templates, and how these are linked to other consultation documentation. Information published by NZTA related to District roads in accordance with the requirements of clause 3.12 has also been utilised in the preparation and analysis of the proposal. The Proposal and recommendations in the Report are consistent with information developed and maintained by the Agency under clauses 3.12 and 3.13.

Clause 2.6(2)(b)(iv)	
Requirement	Council must have recently consulted on the proposed speed limit in accordance with clause 3.8 and included in the consultation documentation the cost benefit disclosure statement and an explanation of how the road safety aspects of the GPS have been regarded.
Council Action	Council has consulted over the required six-week period from 13 August to 24 September 2025. Consultation covered both the 60km/h and 80km/h speed limit options and was undertaken in accordance with the consultation principles of Section 82 of the Local Government Act 2002. Consultation has been encouraged in the local community including persons that use the roads for which speed limit changes are proposed, freight users and local businesses. There are no schools on the proposed roads or other road controlling authorities for adjoining roads who were required to be consulted with. Consultation material included required information on the role and function of the road, how the road is used, the different types of road users and why the speed limit change has been proposed rather than any other speed management intervention. No Māori land or land subject to any Māori claims settlement Act has been identified as impacted by the proposed speed limit changes. Despite this, Council engaged on the proposed speed limit changes with Te Ao Mārama Incorporated, who are authorised to represent the four Murihiku Papatipu Rūnanga. The Waikaia Speed Limit Reduction - Submissions, Deliberation and Adoption report (the Report) presents all submissions and details how feedback was taken into account in the final proposal. In addition to being published with the 12 November 2025 Council Meeting Agenda, the Report and attachments will also be published on Council's consultation website makeitstick.nz. Consultation documentation included the Cost Benefit Disclosure Statement and the Waikaia Speed Limit Reduction Proposal also gave reference to the relevant matters under the Government Policy Statement as identified above in the table covering clause 2.6(2)(b)(i).

Clause 2.6(2)(b)(v)	
Requirement	Council has considered any submissions received during consultation
Council Action	Submissions received by Council during consultation are provided in the Submissions Booklet which is attached to the Report. Submission feedback is summarised in the Consultation Feedback section of the Report and submission issues identified are further analysed in the Deliberation section for consideration by Council as part of its decisions. To meet this requirement, Council is asked to consider submissions received as part of its decision to implement speed limit reductions.

Clause 2.6(2)(b)(vi)	
Requirement	If proposing a speed limit for a road that adjoins a road under the control of another road controlling authority have regard to the desirability of these roads having the same speed limit, unless there is good reason for different speed limits on each of those roads.
Council Action	Not Applicable – speed limits proposed are not for sections of road adjoining roads under the control of another road controlling authority.

Committee structure and adoption of terms of reference

Record no: R/25/10/52179
Author: Michal Gray, Democracy advisor
Approved by: Vibhuti Chopra, Group manager strategy and partnerships
Report type: Decision

Staff recommendations

That the Council:

- a) notes the information contained in the report.
- b) notes that the matter or decision in this report is assessed as being as administrative based on Council's Significance and Engagement Policy.
- c) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.
- d) notes that under s 41A Local Government Act 2002 (LGA), the Mayor has established the following committees and appointed the chairs:
 - Finance and Assurance Committee
Mr Bruce Robertson (Chair)
Mayor Rob Scott (Deputy Chair)
Cr Jaspreet Boparai
Cr Don Byars
Cr Phil Dobson
Cr Paul Duffy
Cr Sarah Greaney
Cr Julie Keast
Cr Christine Menzies
Cr Tom O'Brien
Cr Brian Somerville
Cr Jon Spraggon
Cr Michael Weusten
Cr Matt Wilson
 - Executive Committee
Mayor Rob Scott (Chair)
Cr Christine Menzies
Mr Bruce Robertson

- e) notes that the Mayor under s 41A of the LGA, has established and made appointments to the following subcommittees:
- Riverton Harbour Subcommittee
Cr Michael Weusten (Ward councillor)
Emma Gould
Ian Coard
Nic White
Hayley Nelson
 - Stewart Island/Rakiura Visitor Levy Subcommittee
Cr Christine Menzies (Chair)
Cr Jon Spraggon
Mr Bruce Robertson
(Council will make additional appointments at a later date once nominations have been called for and made).
 - Te Anau Basin Water Supply Subcommittee
(Council will make appointments at a later date).
- f) notes that the Mayor, under s 41A of the LGA, has made appointments to the joint committees of Council listed below:
- Civil Defence Emergency Management Group
Mayor Rob Scott
Cr Christine Menzies as alternate
 - Great South Joint Shareholders Committee
Mayor Rob Scott
 - Southland Regional Transport Committee
Cr Christine Menzies
Mayor Rob Scott as alternate
 - Southland Regional Heritage Joint Committee
Cr Paul Duffy
Cr Christine Menzies
 - WasteNet (Waste Advisory Group)
Mayor Rob Scott
Cr Christine Menzies
- g) establishes the Ohai Railway Fund Committee as required by clause 90 of the Local Government (Southland Region) Reorganisation Order 1989 and makes the following appointments:
- Mayor Rob Scott
 - Cr Jaspreet Boparai
 - Cr Michael Weusten

- h) establishes the District Licensing Committee as required by sections 186 and 189 of the Sale and Supply of Alcohol Act 2012 with the following membership:
- Cr Paul Duffy (Chair)
 - Cr Jaspreet Boparai (Deputy Chair)
 - Cr Tom O'Brien
 - Cr Brian Somerville
- i) agrees to together with Invercargill City Council and Gore District Council to maintain and publish a combined list of persons approved to be members of any of the licensing committees in the Southland region (subject to Invercargill City Council and Gore District Council resolving similarly) and approves Cr Paul Duffy, Cr Jaspreet Boparai, Cr Tom O'Brien, and Cr Brian Somerville to be included on the combined list.
- j) adopts the terms of reference including delegations as contained in Attachment A for the community boards, all committees, subcommittees and joint committees of Council and approves the terms of reference and delegations to be updated in Council's Delegations Manual.

Purpose

- 1 The purpose of this report is for Council to note the governance structure established by the Mayor, adopt the terms of reference of all committees and the community boards and establish two statutory required committees.

Executive summary

- 2 The Mayor has exercised his powers under the Local Government Act 2002 (LGA) to establish committees, subcommittees and a joint committee and where appropriate he has appointed the chairperson, deputy chairperson and members.
- 3 This report asks Council to establish two statutory committees and to make appointments to them.
- 4 The terms of reference (including delegations) for all of the committees, subcommittees and joint committees, must be adopted. Attached to this report are the proposed terms of reference for these bodies that are based on those from the previous triennium, with some changes as detailed in the report.
- 5 It is also appropriate that Council adopts the community board delegations at this time.

Context

- 6 Under section 41A of the Local Government Act 2002, the mayor has the power to establish committees of the local authority (which includes joint committees and subcommittees) and appoint the chairperson and members of the committees. The mayor also has the power to appoint themselves to any committee and is a member of every committee.
- 7 There are two statutory committees that must be established by Council, the District Licensing Committee and the Ohai Railway Fund Committee.

- 8 The terms of reference and any delegations to the committees are included in this report.
- 9 Under the LGA there are certain decision making powers which Council cannot delegate to committees, subcommittees, officers or any other subordinate decision making body. These are outlined in paragraph 57 of the report.
- 10 The local authority has the ability to, under clauses 30 and 31 of schedule 7 of the Local Government Act 2002, discharge a chairperson and discharge and reconstitute a committee, established by the Mayor, under section 41A of the LGA.

Committees of Council

- 11 The Mayor has exercised his powers under section 41A of the LGA to re-establish two committees of Council, the Finance and Assurance Committee and the Executive Committee.

Finance and Assurance Committee

- 12 This committee is responsible for finance, risk management, health and safety and providing assurance as to the probity of Council spending and operations. Having a dedicated Finance and Assurance committee is seen as good practice and allows for a more specialised focus on financial and risk management issues. It is also recommended good practice to have one or more external appointees, including an independent chair. External appointees can bring a level of independence and additional skills, which complement those provided by elected members, to the work of the committee.
- 13 The Mayor has appointed an independent person, Mr Bruce Robertson as chairperson of the Finance and Assurance Committee. The Mayor, chief executive and chief financial officer believe Mr Robertson brought considerable experience and skills to the role over the last two trienniums and support his re-appointment. Mr Robertson has considerable experience in the local government and auditing sector and currently sits on a number of other finance and audit committees across New Zealand.
- 14 The Mayor has appointed all councillors and himself to the Finance and Assurance Committee. The Mayor will be the deputy chairperson of this Committee.

Executive Committee

- 15 Executive Committee is responsible for overseeing aspects of the chief executive's employment, managing code of conduct issues, urgent matters and other matters specifically referred to it. This committee will hold specific financial delegations that relate to contract acceptance and budget reallocation.
- 16 The Mayor has appointed himself as chairperson of the Executive Committee and appointed the Deputy Mayor and the chairperson of the Finance and Assurance Committee as members.

Subcommittees of Council

- 17 The Mayor has exercised his powers under section 41A of the LGA to re-establish the subcommittees listed below and has made the appointments as listed in the recommendations of this report.

- 18 Where the Mayor has not appointed a chairperson to a subcommittee, the committee will have the power to appoint its own chairperson under clause 26 of schedule 7 of the LGA.

Riverton Harbour Subcommittee

- 19 The subcommittee is responsible for the management and control of Riverton harbour assets vested in Council and administration and management of Riverton harbour endowment lands.
- 20 The terms of reference sets out the following membership arrangement:
- One councillor from Waiau Aparima Ward
 - Four members nominated by Ōraka Aparima Community Board (one board member two representatives from berth owners and one representative from either the Riverton rowing club or the coastguard)
 - One member nominated by Aparima Ōraka Rūnaka
 - One representative from Environment Southland (no voting rights).
- 21 The Ōraka Aparima Community Board at its meeting on 4 November 2025 nominated Emma Gould (as community board member), Ian Coard (as coastguard representative) and Nic White and Hayley Nelson (as representatives of the berth holders).
- 22 Environment Southland staff have nominated the position of Harbourmaster be appointed as the Environment Southland representative, being a position rather than a specific person. This will prevent staffing changes from requiring reappointment.
- 23 Staff will provide an update at the meeting of the Aparima Ōraka Rūnaka nominee.
- 24 Council staff are intending to review the terms of reference of the subcommittee soon, to consider the impact of Environment Southland bylaws. The board and the subcommittee will be given an opportunity to provide input into any changes and a decision of Council will be required to make any changes to the terms of reference.

Te Anau Basin Water Supply Subcommittee

- 25 This subcommittee recommends annual budgets, approves expenditure within budgets and approves new connections to the water scheme.
- 26 Its membership arrangement is nine members that are representatives of the consumers plus two representatives appointed by Landcorp. Staff will present separate report to Council for it to make these appointments at a later date.

Stewart Island/Rakiura Visitor Levy Allocation Subcommittee

- 27 This subcommittee decides funding allocations from the visitor levy funding pool.

- 28 The terms of reference sets out the following membership arrangement:
- chairperson
 - chair of the Finance and Assurance Committee
 - councillor for Stewart Island/Rakiura
 - representative from the Stewart Island/Rakiura Community Board
 - representative recommended by each of the Approved Operators (three in total)
 - member to represent iwi
 - member from Stewart Island/Rakiura.
- 29 The Mayor has made the appointments of Cr Christine Menzies (as chairperson), Mr Robertson and Cr Jon Spraggon. The remaining appointments will be made by Council at a later date, once nominations have been made.

Joint Committees of Council

- 30 The Mayor has also made appointments to the joint committees of Council listed in paragraphs 31 to 35 below.
- 31 Civil Defence Emergency Management Group is a joint committee with the other local authorities in the region and is required by the Civil Defence Emergency Management Act 2002.
- 32 Great South Joint Shareholder Committee is a joint committee of the shareholders of Great South. Great South is a CCO of Southland District Council, Invercargill City Council, Environment Southland and Gore District Council.
- 33 Southland Regional Heritage Committee is a joint committee with Gore District Council and was established to preserve the regional heritage of Murihiku/Southland.
- 34 Southland Regional Transport Committee, is a joint committee established by Environment Southland under section 105 of the Land Transport Management Act 2005. The purpose of the group is to develop and oversee regional land transport in Southland. The members are representatives from the region's councils plus the New Zealand Transport Authority.
- 35 Waste Advisory Group (WasteNet) is a joint Committee of Gore District Council, Southland District Council and Invercargill City Council that oversees waste management in Southland by WasteNet.

Statutory committees of Council

Ohai Railway Fund Committee

- 36 This committee must be established by Council under Clause 90 of the Local Government (Southland Region) Reorganisation Order 1989. The committee makes decisions on funding applications.
- 37 The committee is made of three members of Council and four local representatives that will be appointed by Council at later meeting based on recommendations of the appointments panel. The chair of the committee will be elected at its first meeting in the triennium.

District Licensing Committee

- 38 Council needs to establish and make appointments to the District Licensing Committee (DLC). This committee is required under the Sale and Supply of Alcohol Act 2012 (SSAA).

- 39 The quorum of the DLC is one for unopposed applications (which are dealt with by the chair), and three for opposed applications (that require a hearing).
- 40 Council must establish, maintain and publish a list of people approved to be members of the DLC. The SSAA also allows Council to establish a combined list with other territorial authorities. This enables a quorum to be met if some of the DLC members are unavailable for a hearing.
- 41 The chairperson of the DLC can either be an elected member or Council can recommend that the chief executive appoint a commissioner (external person) as chairperson.
- 42 Council can also choose to appoint an elected member to be deputy chairperson to act in place of the chairperson when they are unavailable.

Requirements of being a member

- 43 Section 192 of the SSAA requires that members have experience relevant to alcohol licensing matters, and a person cannot be a member if:
- the territorial authority believes that person has, directly or by virtue of his or her relationship with another person, such an involvement or appearance of involvement with the alcohol industry that he or she could not perform his or her duties without actual bias or the appearance of bias; or
 - the person is a constable, a Medical Officer of Health, an alcohol licensing inspector or an employee of the territorial authority.
- 44 Members can be external people or elected members.

Requirements where a commissioner is appointed as chairperson

- 45 Section 193 requires a commissioner to be someone who is of good standing in the community and has the necessary knowledge, skill, and experience relating to matters that are likely to come before the committee.

Requirements where councillor are appointed as chairperson

- 46 While there is no legal requirement, if a councillor is appointed as chair, guidance suggests that Council should consider whether the member has experience in alcohol licensing matters. There are no requirements that a chair (or commissioner) must have completed any specific course or training.
- 47 Southland District Council, Gore District Council (GDC) and Invercargill City Council (ICC) in the previous triennium agreed to a combined list. Staff understand that GDC and ICC will consider at future meetings whether to agree to a combined list with Council again this triennium. The staff recommendations include a recommendation that Council agree to a combined list with the GDC and ICC, subject to them making similar resolutions.

Terms of reference and delegations

- 48 Council is being asked to adopt the terms of reference (and delegations) for the committees, subcommittees and joint committees. The proposed terms of reference are attached to this report in Attachment A.

- 49 The previous terms of reference have been reviewed and the following changes have been made:
- Riverton Harbour Subcommittee, Stewart Island/Rakiura Visitor Levy Allocation Subcommittee, and the Te Anau Basin Water Supply Subcommittee, in the previous triennium were established as subcommittees of Council, but the terms of references stated they were subordinate to appropriate community board. A subcommittee of Council is subordinate to Council, so this has been corrected in the proposed terms of reference for all three subcommittees.
 - Ohai Railway Fund Committee has been listed as being subordinate to Council.
 - The Stewart Island/Rakiura Visitor Levy Allocation Subcommittee membership has been changed to record Cr Christine Menzies as chairperson.
 - The Southland Regional Heritage Joint Committee terms of reference have been amended to remove Invercargill City Council as they are no longer a member of the joint committee. Southland District Council has replaced Invercargill City Council as the administering authority.
 - Section 8.3, Expectations of Committees has been amended so that all open minutes of meetings are to be made available to Council, rather than a requirement that they are reported to Council.
- 50 Council is also being asked to confirm its approval of the terms of reference and delegations from Council to the community boards. These terms of reference and delegations are included in Attachment A and are unchanged from the delegations approved by the previous Council on 13 August 2025.
- 51 If Council approves the terms of reference and delegations as contained in Attachment A staff will incorporate them into Council's Delegations Manual. The manual will be presented to Council at a future meeting for any changes to delegations to staff.

Options

- 52 The following reasonably practicable options have been identified and assessed in this report:
- Option 1 – Council notes the committees (including appointments) established by the Mayor, establish the statutory committees and adopt the terms of reference and delegations
- Option 2 – Council proposes another structure and adopts the terms of reference when the structure is finalised
- 53 Staff recommend that Council notes the committees (including appointments) established by the Mayor, establishes the statutory committees and adopts the terms of reference and delegations

Option 1 – notes the committees (including appointments) established by the Mayor, establishes the statutory committees and adopts the terms of reference and delegations

Advantages	Disadvantages
• Will ensure that Council has an appropriate committee structure that reflects the community board structure, ensures efficient	• None identified

and effective decision making, and is consistent with good practice principles • Structure implements improvements based on learnings from previous triennium • Council would be executing its obligations to establish some committees and make appointments • adopting the updated delegations manual gives effect to the governance structure, including through the provision of appropriate terms of reference and delegations	
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Option 2 – proposes another structure and adopts the terms of reference when the structure is finalised

Advantages	Disadvantages
• Would allow Council to address any concerns it may have with the proposed structure	• Will delay certainty for elected members • Delays in implementing governance structure may impact some work streams.

Legal considerations

- 54 Section 41A of the LGA gives the mayor the power to establish committees of the territorial authority and to appoint the chairperson of each committee. It also states that the mayor is a member of each committee of a territorial authority.
- 55 If Council does not agree with the decisions of the Mayor it can discharge a chairperson and discharge and reconstitute a committee under clauses 30 and 31 of schedule 7 of the LGA.
- 56 If Council discharges a chairperson of any committee appointed by the Mayor or establishes any additional committees then it may also appoint the chairperson (or deputy chairperson) under clause 26 of schedule 7.

- 57 After establishing a governance structure, Council can then decide to delegate matters to those entities under clause 32 of schedule 7 of the LGA. There are some specific powers and decisions that Council is not able to delegate and these include:
- the power to make a rate
 - the power to make a bylaw (although local boards have the right to recommend these for their local areas)
 - the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan
 - the power to adopt a long-term plan, annual plan, or annual report
 - the power to appoint a chief executive
 - the power to adopt policies required to be adopted and consulted on under the LGA in association with the long-term plan or developed for the purpose of the local governance statement
 - the power to adopt a remuneration and employment policy.
- 58 Council has a wide discretion to determine what it delegates and to which entities. A delegation means that the entity given the delegated power has the full authority of Council, as the governing body, in respect of the decision-making powers defined in the delegation. Council, while retaining legal responsibility for the exercise of any powers it has delegated, cannot overturn or amend a decision made by the entity exercising a delegation.
- 59 The District Licensing Committee is established under the Sale and Supply of Alcohol Act 2012 and the relevant sections are summarised in paragraphs 38 to 47.

Strategic alignment

Strategic direction

- 60 The governance structure will enable governance oversight of Council's strategic direction as set out in Council's long-term plan.

Policy and plan consistency

- 61 The appointments and terms of reference for the Stewart Island/Rakiura Visitor Levy Allocation Subcommittee that are recommended in this report are consistent with the Stewart Island/Rakiura Visitor Levy Policy.
- 62 The appointments to the Ohai Railway Fund Committee are consistent with the Ohai Railway Fund Policy Manual.
- 63 There are no major policy implications associated with the decision to implement a governance structure.

Financial considerations

- 64 Any costs for any new committees will be met from existing budgets.
- 65 The costs associated with having an independent member on the Finance and Assurance Committee will be met within existing budgets. The remuneration for this position does not come out of the pool of funding available for elected members.
- 66 The fees payable to the DLC chairperson and members is determined by the Minister of Justice and are set for the chairperson at \$624 per day (\$78 per hour for part days) and for members at \$408 per day (\$51 per hour for part days).

Significance assessment

- 67 Staff have assessed this matter as being administrative under Council's Significance and Engagement Policy because it is an administrative decision.

Community views

- 68 Community views have not been sought because is an administrative decision.

Climate change considerations

- 69 There are no climate change considerations relevant to this matter or decision.
- 70 Risk and mitigations There are no significant risks in relation to this matter or decision.

Next steps

- 71 Staff will outline the governance structure in Council's Local Governance Statement.
- 72 Staff will update Council's Delegations Manual with the terms of reference contained in Attachment A.
- 73 Staff will proceed and negotiate the terms and conditions for Mr Robertson's re-appointment as chair of the Finance and Assurance Committee.

Attachments

- A Proposed Terms of Reference [↗](#)

8.2 Community Boards

Pursuant to clause 32 of Schedule 7 of the Local Government Act 2002 ('LGA'), Council delegates the responsibilities, duties and powers listed below to community boards to exercise within their communities (as defined in the LGA).

Any decision by a community board must be consistent with policies or standards or resolutions adopted by Council (whether or not specifically referred to in the delegations below), the needs of their local communities and the approved budget for the activity.

It is Council's intention that community boards exercise their delegations in respect of local activities. For District activities that are the responsibility of Council, community boards will have the power to review and make recommendations to Council on the levels of service on the understanding that Council will be operating on a District wide minimum level of service.

The decision as to whether the exercise of a delegated power is for a local activity will be made by the group manager customer and community wellbeing and the assigned executive leadership team member on behalf of the chief executive. The group managers may consult with the chairperson of the relevant community board.

TYPE OF COMMITTEE	Community board (board)
RESPONSIBLE TO	Boards are responsible to Council Each board will also have relationships with Council committees (these committees are outlined in the delegations manual).
SUBCOMMITTEES	Some subcommittees will report to community boards – these are outlined in section 8.5 of the delegations manual.
MEMBERSHIP	Ōreti and Waihōpai Toetoe boards have seven members elected by the local authority triennial elections plus a member appointed by Council. All other boards have six members plus a member appointed by Council. The chairperson is elected by the board. Councillors who are not appointed to boards can only remain for the public section of the board meeting. They cannot stay for the public excluded section unless the board agrees.
FREQUENCY OF MEETINGS	Every second month, but up to 12 ordinary meetings a year with the approval of the chief executive.
QUORUM	Not less than four members
THE ROLE OF COMMUNITY BOARDS	Governance Elected members are responsible for providing leadership, setting direction and for overseeing performance (at a high level). The chief executive and staff are responsible for management activities including the allocation of resources, overseeing the day to day operations of the community board, providing policy advice and implementing governance decisions. Roles outlined in the Local Government Act 2002 • appoint a chairperson and deputy chairperson

	• represent, and act as an advocate for, the interests of its community • consider and report on all matters referred to it by the territorial authority, or any matter of interest or concern to the board • maintain an overview of services provided by the territorial authority within the community • prepare an annual submission to the territorial authority for expenditure within the community • communicate with community organisations and special interest groups within the community • undertake any other responsibilities that are delegated to it by the territorial authority. Additional roles of boards Community wellbeing a) promote the social, economic, environmental and cultural well-being of local communities b) monitor the overall well-being of local communities. Community leadership a) to provide leadership to local communities on the strategic issues and opportunities that they face b) identify key issues and opportunities that will affect the future of the board's community and work with Council staff and other local representatives to facilitate multi-agency collaborative opportunities c) promote a shared vision for the board's community and develop and promote ways to work with others to achieve positive outcomes d) provide a local community perspective on Council's long term plan key performance indicators and levels of service as detailed in the long term plan, and on local expenditure, rating impacts and priorities e) develop and manage community board plans including keeping these up to date and relevant to community needs and aspirations. Engagement and relationships a) to develop relationships and communicate with key community organisations, special interest groups, residents and businesses within the community. Advocacy a) as part of the long term plan or annual plan process, prepare a submission to Council on the proposed levels of service, income and expenditure within the community of interest b) as part of the long term plan or annual plan process, outline the relative priorities for the delivery of District services and levels of service within the board area (Council sets the levels of service for District Activities if a board seeks a higher level of service, they
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	need to recommend that to Council, and the higher level of service will need to be funded in an appropriate way (locally). c) Providing comment (through the chairperson) to assist the chief executive on making a decision on any objections received on temporary road closures or temporary prohibition of traffic. Local activities For local activities a) recommend to Council levels of service and budgets for local activities, having regard to Council budgets in the long term plan or annual plan process b) recommend to Council rates, user charges and fees to fund local activities c) recommend to Council or a relevant committee the approval of project definitions or business cases and procurement plans for capital expenditure over \$300,000 d) recommend to Council or a relevant committee unbudgeted capital expenditure e) monitor the services Council delivers its communities and assess the extent these services meet community needs or the expected level of service f) support the development of local management plans (for subsequent recommendation to Council) where required by statute or in support of the district plan, or other plans for reserves, harbours, or other community facilities, except where these powers: a) have been delegated to Council staff b) would have significance beyond the board's area or otherwise involves a matter of national importance (Section 6 Resource Management Act 1991) c) involve the alienation of any part of a proposed or existing esplanade reserve by way of width reduction, easement, lease or otherwise. g) for the Fiordland Community Board in relation to Te Anau Airport and for the Stewart Island/Rakiura Community board in relation to Stewart Island Electricity Supply Authority (SIESA) these board's role is to: • recommend levels of service and annual budget to Council or relevant committee • monitor the performance and delivery of the service. Environmental management and spatial planning a) provide comment on resource consent applications referred to the community board for comment b) to make recommendations to Council about bylaws and about enforcing bylaws within the community, having regard to the need to maintain consistency across the District
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	c) provide advice to Council and its committees on any matter of interest or concern to the community board in relation to the sale of alcohol, where statutory ability exists to seek such feedback d) provide input into regulatory activities not otherwise specified above, where process allows e) recommend to Council initiating an appeal to the environment court on decisions relating to resource consent applications that the board has made submissions on f) provide support to the development of community plans for a civil defence emergency and the recovery afterwards.
DELEGATIONS	In exercising the delegations the boards will operate within: a) policies, plans, standards or guidelines that have been established and approved by Council b) the needs of the local communities c) the approved budgets for the activity. Boards shall have the following delegated powers and be accountable to Council for the exercising of these powers (Local Government Act 2002 section 53). Community wellbeing a) develop local strategies to improve areas of wellbeing (where a need has been identified) b) to develop local community outcomes that reflect the desired goals for their community or place. Community board plans a) Regularly review and update the community board plan to keep the plan relevant. Decisions on locally funded assets and services a) accept donations of a local asset (e.g. a gas barbeque, park bench, etc) with a value of less than \$30,000 b) approve project definitions or business cases for approved budgeted capital expenditure up to \$300,000. Unbudgeted expenditure a) approve unbudgeted operating expenditure for local activities of up to \$20,000 b) approve up to a \$20,000 increase in the projected cost of a budgeted capital works project/item that is included in the annual plan or long term plan c) authority to delegate to the chief executive, when approving a project definition or business case, over-expenditure of up to \$10,000 for capital expenditure against the budget detailed in the annual plan or long term plan. Leases and licenses In relation to all leases and licences of land and buildings for local activities within their own area, and subject to any relevant legislation and/or policy requirement, on behalf of Council;

	a) accept the highest tenders for rentals more than \$10,000 b) approve the preferential allocation of leases and licenses where the rental is \$10,000 or more per annum. Community spaces and roads a) authority to decide upon requests from the community, regarding names of open local spaces and the placement of structures and commemorative plaques. b) authority to decide on the name of public roads, private roads and rights of way Community assistance a) establish a system for prioritising allocations, based on criteria provided by Council b) grant funds from the Community Partnership Fund c) allocate bequests or grants generated locally, consistent with the terms of the bequest or grant fund. Northern Southland development fund a) the Northern board can make decisions regarding funding applications to the Northern Southland development fund.
LIMITS TO DELEGATIONS	Boards have no financial or decision-making delegations other than those specifically delegated by Council. Boards shall only expend funding on purposes for which that funding was originally raised and in accordance with the budgets approved by Council through its long term plan or annual plan. In accordance with the provisions of section 39(2) of Schedule 7 of the Local Government Act 2022 the board may not incur expenditure in excess of the approved budget. Matters that are not delegated Council has not delegated to boards the power to: a) make a rate or bylaw b) acquire, hold or dispose of property c) direct, appoint, suspend or remove staff d) engage or enter into contracts and agreements and financial commitments e) institute an action for recovery of any amount f) issue and police building consents, notices, authorisations and requirements under acts, statutes, regulations, bylaws and the like; g) institute legal proceedings other than the delegation to recommend to Council the initiating of an appeal to the environment court on decisions in respect to resource consent applications on which the board has made submissions.
CONTACT WITH MEDIA	The board chairperson is the authorised spokesperson for the board in all matters where the board has authority or a particular interest. Board members, including the chairperson, do not have delegated authority to speak to the media or outside agencies on behalf of Council on matters outside of the board's delegations.

	The executive leadership team member will manage the formal communications between the board and its constituents and for the board in the exercise of its business. Correspondence with central government, other local government agencies or official agencies will only take place through Council staff and will be undertaken under the name of Council.
REPORTING	Boards are unincorporated statutory bodies which are elected to represent the communities they serve. Copies of board meeting minutes are retained by Council.
DEFINITIONS	District activities include: a) community leadership at a district level (including district community grants) b) wastewater c) waste services d) water supply e) stormwater f) district funded open spaces (parks and reserves) g) roading h) district community services (library services, cemeteries, community housing and heritage/culture) i) district community facilities (public toilets, library buildings, offices and amenity buildings) j) environmental services (building services, resource management, environmental health, animal services, emergency management) k) corporate support services Local activities include: a) community leadership at a local board level (including local community grants) b) local community facilities (halls, community centres and other amenity buildings) within Council's activity management plans for community facilities c) water facilities (boat ramps, wharves, jetties and harbour facilities) d) locally funded open spaces (parks and reserves, playgrounds and streetscapes) e) parking limits, footpaths and streetlights f) Te Anau/Manapouri Airport (for the Fiordland Community Board) g) Stewart Island Electricity Supply Authority (SIESA) (for the Stewart Island/Rakiura Community Board) Levels of service is a term in asset management referring to the quality of a given service. Defining and measuring levels of service is a key activity in developing infrastructure asset management plans. Levels of service may be tied to physical performance of assets or be defined by customer expectation and satisfaction. Preferential allocation is when there is a preference that a lease or license is given to a particular person or group, rather than having an open process. For example, a neighbouring land owner or a

	community group that use a building may be asked if they want to lease the land/building, rather than giving the wider public the opportunity to tender or apply. Approved budget for the financial year comprises the base budget approved by Council through the Long Term Plan or Annual Plan, along with any adjustments formally approved during the year for unbudgeted expenditure, forecasting changes and carry forwards by those with delegated authority.
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8.3 Expectations of Committees

Within its areas of jurisdiction, each committee is expected to:

- make all open minutes of all meetings to available to Council
- observe and pursue the goals, objectives and strategies in any strategic plan adopted by full Council
- maintain regular communications with other committees and full Council to ensure that the widest possible good is achieved for the community
- consider and/or approve expenditure that exceeds delegated authority of Council officers, within the financial parameters of the Long Term Plan and Annual Plan
- ensure appropriate consultation and communication is undertaken with iwi, the community and affected stakeholders
- monitor and respond to changes in legislation governing their jurisdiction
- support Council staff to achieve programmes and projects contained in the long term plan.

All committees will operate within:

- the policies, plans, standards or guidelines established and approved by Council
- the overall priorities of Council
- the needs of people in the district
- the approved budgets for the activity.

8.4 Committees

Council has established the following committees:

- Finance and Assurance committee
- Executive committee
- District Licensing committee
- Ohai Railway Fund committee

8.4.1 Finance and Assurance Committee

TYPE OF COMMITTEE	Council standing committee
RESPONSIBLE TO	Council
SUBCOMMITTEES	None
LEGISLATIVE BASIS	Committee constituted by Council as per schedule 7, clause 30 (1)(a), LGA 2002. Committee delegated powers by Council as per schedule 7, clause 32, LGA 2002.
MEMBERSHIP	The mayor, all councillors and one external appointee.
FREQUENCY OF MEETINGS	Quarterly or as required
QUORUM	Seven members
SCOPE OF ACTIVITIES	The Finance and Assurance committee is responsible for: - ensuring that Council has appropriate financial, risk management and internal control systems in place that provide: - an overview of the financial and non-financial performance of the organisation - effective management of potential opportunities and adverse effects - reasonable assurance as to the integrity and reliability of Council's financial and non-financial reporting. - exercising active oversight of information technology systems - exercising active oversight of Council's health and safety policies, processes, compliance, results and frameworks - relationships with external, internal auditors, banking institutions and insurance brokers. The Finance and Assurance committee will monitor and assess the following: - the financial and non-financial performance of Council against budgeted and forecasted outcomes - consideration of forecasted changes to financial outcomes - Council's compliance with legislative requirements - Council's risk management framework - Council's control framework - Council's compliance with its treasury responsibilities - Council's compliance with its Fraud Policy.
DELEGATIONS	The Finance and Assurance committee shall have the following delegated powers and be accountable to Council for the exercising of these powers. In exercising the delegated powers, the Finance and Assurance committee will operate within: - policies, plans, standards or guidelines that have been established and approved by Council - the overall priorities of Council - the needs of the local communities - the approved budgets for the activity.

	The Finance and Assurance committee will have responsibility and delegated authority in the following areas: Financial and performance monitoring a) monitoring financial performance to budgets b) monitoring service level performance to key performance indicators. Internal control framework a) reviewing whether Council's approach to maintaining an effective internal control framework is sound and effective b) reviewing whether Council has taken steps to embed a culture that is committed to probity and ethical behaviour c) reviewing whether there are appropriate systems, processes and controls in place to prevent, detect and effectively investigate fraud. Internal reporting a) to consider the processes for ensuring the completeness and quality of financial and operational information being provided to Council b) to seek advice periodically from internal and external auditors regarding the completeness and quality of financial and operational information that is provided to the Council. External reporting and accountability a) agreeing the appropriateness of Council's existing accounting policies and principles and any proposed change b) enquiring of internal and external auditors for any information that affects the quality and clarity of Council's financial statements and statements of service performance, and assess whether appropriate action has been taken by management in response to the above c) satisfying itself that the financial statements and statements of service performance are supported by appropriate management signoff on the statements and on the adequacy of the systems of internal control (ie letters of representation), and recommend signing of the financial statements by the chief executive/mayor and adoption of the Annual Report, Annual Plans, Long Term Plans Risk management a) reviewing whether Council has in place a current, comprehensive and effective risk management framework and associated procedures for effective identification and management of the Council's significant risks b) considering whether appropriate action is being taken to mitigate Council's significant risks. Health and safety a) review, monitor and make recommendations to Council on the organisations health and safety risk management framework and policies to ensure that the organisation has clearly set out its commitments to manage health and safety matters effectively. b) review and make recommendations for Council approval on strategies for achieving health and safety objectives c) review and recommend for Council approval targets for health and safety performance and assess performance against those targets
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	d) monitor the organisation's compliance with health and safety policies and relevant applicable law e) ensure that the systems used to identify and manage health and safety risks are fit for purpose, being effectively implemented, regularly reviewed and continuously improved. This includes ensuring that Council is properly and regularly informed and updated on matters relating to health and safety risks f) seek assurance that the organisation is effectively structured to manage health and safety risks, including having competent workers, adequate communication procedures and proper documentation g) review health and safety related incidents and consider appropriate actions to minimise the risk of recurrence h) make recommendations to Council regarding the appropriateness of resources available for operating the health and safety management systems and programmes i) any other duties and responsibilities which have been assigned to it from time to time by Council. Internal audit a) approve appointment of the internal auditor, internal audit engagement letter and letter of understanding b) reviewing and approving the internal audit coverage and annual work plans, ensuring these plans are based on Council's risk profile c) reviewing the adequacy of management's implementation of internal audit recommendations d) reviewing the internal audit charter to ensure appropriate organisational structures, authority, access, independence, resourcing and reporting arrangements are in place. External audit a) confirming the terms of the engagement, including the nature and scope of the audit, timetable and fees, with the external auditor at the start of each audit b) receiving the external audit report(s) and review action(s) to be taken by management on significant issues and audit recommendations raised within c) enquiring of management and the independent auditor about significant business, political, financial and control risks or exposure to such risks. Compliance with legislation, standards and best practice guidelines a) reviewing the effectiveness of the system for monitoring Council's compliance with laws (including governance legislation, regulations and associated government policies), with Council's own standards, and best practice guidelines as applicable b) conducting and monitoring special investigations, in accordance with Council policy, and reporting the findings to Council c) monitoring the performance of Council organisations, in accordance with the Local Government Act.
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	Business case review a) review of the business case of work, services, supplies, where the value of these or the project exceeds \$2 million (GST exclusive) or the value over the term of the contract exceeds \$2 million (GST exclusive). Insurance a) consider Council's insurance requirements, considering its risk profile b) approving the annual insurance renewal requirements Treasury a) oversee the treasury function of Council ensuring compliance with the relevant Council policies and plans b) ensuring compliance with the requirements of Council's trust deeds are met c) review Council treasury policies (Investment and Liability Management Policy) at least once every three years to ensure legislative compliance, effective financial risk management, and alignment with Council's strategic/financial goals, and recommending the policy to Council including any changes. d) approve investment, borrowing and risk management strategy. Fraud Policy a) receive and consider reports relating to the investigation of suspected fraud b) monitor the implementation of the Fraud Policy. Power to recommend The Finance and Assurance committee is responsible for considering and making recommendations to Council regarding: a) policies relating to risk management, rating, loans, funding and purchasing b) accounting treatments, changes in generally accepted accounting practice, and new accounting and reporting requirements c) the approval of financial and non-financial performance statements including adoption of the Annual Report, Annual Plans and Long Term Plans. The Finance and Assurance committee is responsible for considering and making recommendations to Council on business cases completed under the 'Power to act' section above.
FINANCIAL DELEGATIONS	Council authorises the following delegated authority of financial powers to Council committees in regard to matters within each committee's jurisdiction. Contract acceptance: accept or decline any contract for the purchase of goods, services, capital works or other assets where the total value of the lump sum contract does not exceed the sum allocated in the Long Term Plan/Annual Plan and the contract relates to an activity that is within the scope of activities relating to the work of the Finance and Assurance committee

	- accept or decline any contract for the disposal of goods, plant or other assets other than property or land that is provided for in the Long Term Plan Budget reallocation. The committee is authorised to reallocate funds from one existing budget item to another. Reallocation of this kind must not impact on current or future levels of service and must be: - funded by way of savings on existing budget items - within the jurisdiction of the committee - consistent with the Revenue and Financing Policy.
LIMITS TO DELEGATIONS	Matters that must be processed by way of recommendation to Council include: - amendment to fees and charges relating to all activities - powers that cannot be delegated to committees as per the Local Government Act 2002 and sections 2.4 and 2.5 of this manual. Delegated authority is within the financial limits in section 9 of this manual.
RELATIONSHIPS WITH OTHER PARTIES	The committee shall maintain relationships with each of the nine community boards. Professional advisors to the committee shall be invited to attend all meetings of the committee including: - external auditor - internal auditor/risk advisor (if appointed) - group manager finance and assurance. At each meeting, the chairperson will provide the external auditor and the internal auditor/risk advisor (if appointed) with an opportunity to discuss any matters with the committee without management being present. The chairperson shall request the chief executive and staff in attendance to leave the meeting for the duration of the discussion. The chairperson will provide minutes for that part of the meeting. The chief executive and the group manager finance and assurance shall be responsible for drawing to the committee's immediate attention any material matter that relates to the financial condition of Council, material breakdown in internal controls and any material event of fraud. The committee shall provide guidance and feedback to Council on financial performance, risk and compliance issues. The committee will report to Council as it deems appropriate but no less than twice a year.
CONTACT WITH MEDIA	The committee chairperson is the authorised spokesperson for the committee in all matters where the committee has authority or a particular interest. Committee members, including the chairperson, do not have delegated authority to speak to the media and/or outside agencies on behalf of Council on matters outside of the committee's delegations. The group manager finance and assurance will manage the formal communications between the committee and its constituents and for the committee in the exercise of its business. Correspondence with central government, other local government agencies or other official agencies will

	only take place through Council staff and will be undertaken under the name of Southland District Council.
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8.4.2 Executive Committee

TYPE OF COMMITTEE	Council committee
RESPONSIBLE TO	Council
SUBCOMMITTEES	None
LEGISLATIVE BASIS	Committee constituted by Council as per schedule 7, clause 30 (1)(a), LGA 2002 Committee delegated powers by Council as per schedule 7, clause 32, LGA 2002
MEMBERSHIP	Mayor (chairperson), deputy mayor, chairperson Finance and Assurance Committee.
FREQUENCY OF MEETINGS	As required
QUORUM	Two members
SCOPE OF ACTIVITIES	The Executive Committee is responsible for: • overseeing the employment of the chief executive • managing code of conduct issues relating to elected members • making decisions on urgent matters arising between scheduled Council meetings • making decisions on specific matters referred to it by Council.
DELEGATIONS	Council delegates to the Executive Committee the following powers: (a) oversee the employment of the chief executive in accordance with the provisions of the Local Government Act 2002 (not to appoint a chief executive) (b) development of the chief executive's performance agreement for review and approval by Council (c) monitoring the chief executive's performance against the approved performance agreement (d) commissioning any market data required to assess appropriate remuneration for the chief executive for their annual review (e) developing a remuneration arrangement for the chief executive and making recommendations to Council (f) authority to investigate any complaints or issues about the actions of an elected member under the code of conduct (g) authority to make decisions on urgent matters between Council meetings (h) authority to make decisions on matters specifically referred to it by Council including the approval of unbudgeted expenditure requests that do not include the purchase of an asset not provided for in the Long Term Plan.
FINANCIAL DELEGATIONS	Council authorises the following delegated authority of financial powers to Council committees in regard to matters within each committee's jurisdiction.

	Contract Acceptance: - accept or decline any contract for the purchase of goods, services, capital works or other assets where the total value of the lump sum contract does not exceed the sum allocated in the Long Term Plan/Annual Plan and the contract relates to an activity that is within the scope of activities relating to the work of the Executive Committee - accept or decline any contract for the disposal of goods, plant or other assets other than property or land that is provided for in the Long Term Plan. Budget Reallocation Committee is authorised to reallocate funds from one existing budget item to another. Reallocation of this kind must not impact on current or future levels of service and must be: - funded by way of savings on existing budget items - within the jurisdiction of the committee - consistent with the Revenue and Financing Policy.
CONTACT WITH MEDIA	The mayor is the authorised spokesperson for the committee in all matters where the committee has authority or a particular interest. Committee members do not have delegated authority to speak to the media and/or outside agencies on behalf of Council on matters outside of the committee's delegations unless expressly given.

8.4.3 District Licensing Committee

TYPE OF COMMITTEE	Committee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Sale and Supply of Alcohol Act 2012, s.186.
MEMBERSHIP	Membership of the committee shall follow the requirements set out in s.189 of the Sale and Supply of Alcohol Act 2012. Committee members are appointed for a period of three years coinciding with triennial elections.
QUORUM	Quorum shall follow the requirements set out in s.191 of the Sale and Supply of Alcohol Act 2012
FUNCTIONS	Functions are set out in s.187 of the Sale and Supply of Alcohol Act 2012. These include that the District Licensing committee consider and determine applications for: - licences and managers certificates - renewal of licences and managers certificates - temporary authorities - variation, suspension or cancellation of special licences - variation of licences (other than special licences) The District Licensing committee is also responsible for conducting inquiries and making reports to the Alcohol Regulatory and Licensing Authority

DELEGATIONS	To consider and determine applications made in accordance with the Sale and Supply of Alcohol Act 2012
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8.4.4 Ohai Railway Fund Committee

TYPE OF COMMITTEE	Committee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Subcommittees delegated powers by Council as per schedule 7, clause 32, LGA 2002.
MEMBERSHIP	The Ohai Railway Fund committee comprises the following members: • three representatives who are appointed by Council • four local representatives whom are elected at the committee's triennial meeting.
QUORUM	Four
FREQUENCY OF MEETINGS	The triennial meeting of the subcommittee is held within the first three months of the year following the triennial elections of Southland District Council.
SCOPE OF ACTIVITIES	The purpose of the fund is to provide grant(s) for the benefit of the "residents" of the former "Ohai Railway Board Area" as legally described in the New Zealand Gazette Notice, page 1671 of 11 May 1916. A "resident" being a person or a descendant of a person whose name appeared on the Parliamentary electoral roll for a nine year period during the years 1960 to 1999, both years inclusive, and whose address at this time or times was within the area of the district of the former board.
DELEGATIONS	Power to act The Ohai Railway Fund committee shall have the following delegated powers: • making decisions regarding funding applications to the Ohai Railway Fund.

8.5 Subcommittees

8.5.1 Introduction

Council and its committees may appoint such subcommittees and other subordinate decision making bodies as it considers appropriate. Council's delegation model is designed to enable the subcommittees of Council to fully and completely undertake their role, consistent with their terms of reference.

Council has established the following subcommittees:

- Riverton Harbour Subcommittee
- Te Anau Basin Water Supply Subcommittee
- Stewart Island/Rakiura Visitor Levy Allocation Subcommittee

8.5.2 Delegations to Subcommittees

A subcommittee shall exercise only such delegated authority as is granted to it from time to time by Council or the relevant standing committee. The primary purposes of subcommittees are:

- a) to dispose of matters which have been delegated to it

- b) to investigate and report, with recommendations if appropriate, on matters referred from Council or the relevant standing committee
- c) to act as a forum for communication between elected representatives, officers, and interested parties.

8.5.3 Riverton Harbour Subcommittee

TYPE OF COMMITTEE	Subcommittee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Subcommittees delegated powers by Council as per schedule 7, clause 32, LGA 2002.
MEMBERSHIP	The Riverton Harbour subcommittee will comprise as follows: • one councillor from the Waiau Aparima ward • four members nominated by Ōraka Aparima community board (community board to nominate a representative from the community board, two representatives from berth owners and one representative from either Riverton Rowing club or Riverton Coastguard) • one member nominated by Aparima Ōraka Rūnaka • one representative from Southland Regional Council (with no voting rights).
QUORUM	Four
FREQUENCY OF MEETINGS	Quarterly
SCOPE OF ACTIVITIES	The Riverton Harbour subcommittee is delegated the following responsibilities by Council: (a) the management and control of all Riverton harbour assets vested in Council being: • the use and maintenance of the boat ramp adjacent Koi park • the use and maintenance of the “unloading wharf” and crane at Lees Point operated by Council so that no vessel anchors, moors, secures or is placed at the unloading wharf unless actively loading or unloading fuel, provisions, fishing equipment or fish (1972 Bylaw No. 3) • the use and maintenance of the “common walkway” on the jetty leading to the privately owned berth numbered L36. • the use and maintenance of the “common walkway” on the jetty leading to the privately owned berths numbered L22, L23, L24, L25, L26, L27, L28, L29 and L30 • the provision and maintenance of the ‘lead lights’ markers the white light at Howells Point and red flashing light at Pearl Rock and any other navigational aids required to assist those vessels leaving and entering the Riverton harbour • the use and maintenance of berth L35 currently subject to a lease. (b) the administration, management and control of all Riverton harbour endowment lands now vested in Southland District Council in consultation with and subject to approval by Southland District Council being those lands comprised in Certificates of Title 5C/914, 5C/917, 5C/918, 5C/919, 5C/920, 5C/921, 5B/825, 9D/859,

	10C/615, 10C/616 and all such other Riverton harbour endowment lands so vested.
DELEGATIONS	Power to act The Riverton Harbour subcommittee shall be responsible for the following: 1 The exercise of the following powers (and enforcement of same): • to determine whether any person shall be authorised as necessary to carry out work on any vessel or fishing equipment or any other work or lease any equipment used in fishing or any other gear on Council harbour endowment land and any such authorisation may be given by the Harbourmaster (1972 Bylaw No. 3) • to determine whether any vessel may be left on Council harbour endowment land (1972 Bylaw No. 3) • to determine by resolution that any particular area on Council harbour endowment land be a parking area for restricted periods (1972 Bylaw No. 3) • to ensure as necessary that no person stops, stands or parks any vessel, vehicle, trailer, boat trailer or any other equipment in any area of Council harbour endowment land unless authorised by the committee or the Harbourmaster (1972 Bylaw No. 3) • to take such steps as are necessary to arrange for the removal of any vessel, gear, equipment, vehicle, trailer, or boat trailer left on Council harbour endowment land without the approval of the Riverton Harbour committee provided that if the goods are not removed or remain unclaimed by the owner the matter shall be referred to Council for further action in consultation with the Riverton Harbour committee (1972 Bylaw No. 3) • to ensure as necessary that no person drives any vehicle over Council harbour endowment land at a speed greater than 20 kilometres per hour (1972 Bylaw No. 3). • to arrange for and provide such signs as deemed necessary from time to time to assist in the best use of the wharves and Council harbour endowment lands and for any other reason (1972 Bylaw No. 3). 2. The Riverton Harbour subcommittee shall be responsible for ensuring that the income from assets and income derived from harbour activities and endowment lands is applied to the maintenance and development of Riverton Harbour, to the maintenance and improvement of endowment lands vested in Council and for such other purposes to benefit the Riverton community 3. The Riverton Harbour subcommittee shall be responsible for preparing an annual budget in every financial year in consultation and with the assistance of Council 4. The Riverton Harbour subcommittee shall be responsible for preparing an Asset Management Plan in and with the assistance of Council. 5. The Riverton Harbour subcommittee shall under delegated authority from Council perform those functions, powers and duties which have now been transferred by Environment Southland as under the

	Riverton Harbour Board Bylaws (No. 2) 1970 Clauses 1-14, 22 and 35-37. Accordingly, the subcommittee is responsible as under: Control of vessels (a) to ensure as necessary that vessels only anchor, moor at a berth or wharf/mooring site for which that vessel has been licensed unless the licensee of that berth, wharf has given approval for same. [1970 Bylaw No. 1(a)] (b) to ensure as necessary that any vessel not having a licensed site or wharf/berth is moored, anchored, secured or placed within the Riverton Harbour as directed by the harbourmaster. [1970 Bylaw No. 1(b)] (c) to ensure as necessary that vessels are not anchored in the fairway or stopped in such a way that the approach to any wharf is obstructed. [1970 Bylaw No. 2] (d) to ensure as necessary that all vessels anchored or moored or secured to any wharf within the harbour are adequately secured. [1970 Bylaw No. 3] (e) to order the removal of any vessel, timber or other obstacle to any part of the Riverton harbour as deemed necessary by the harbourmaster for the better working of shipping, cargo or wharves. [1970 Bylaw No. 4] (f) in pursuance of the responsibilities under (a), (b), (c), (d) and (e) the harbourmaster may arrange to secure, moor, unmoor, place or remove any vessel and where necessary recommend to Environment Southland that it consider a prosecution for a breach of these bylaws. [1970 Bylaw Nos. 5(a), 5(b), 5(c) and 5(d)] (g) to grant permission in appropriate situations for a master of any vessel to haul a vessel on shore for the purpose of inspection or repairs. [1970 Bylaw No. 6] (h) to require, where appropriate by order of the harbourmaster the removal from a wharf of any vessel having on board cargo or other matter injurious to health or offensive or dangerous in any respect or other action deemed to be necessary for the safety and interest of all vessels. [1970 Bylaw No. 7] (i) to control as determined by the harbourmaster the place, times and manner of bringing vessels to or in taking them from any wharf and the securing of any vessel. [1970 Bylaw No. 10] (j) to take such steps as are necessary for the suppression of any fire happening on any vessel or on any wharf. [1970 Bylaw No. 13] (k) to ensure as necessary that all motor-launches operating within the Riverton Harbour have a silencing device in good repair to prevent undue noise from the engine and that the master/driver of the motor-launch is over 15 years of age. [1970 Bylaw Nos. 14(2), 14(3), 14(4), 14(5), 14(6), 14(7), 14(8)] (l) to ensure as necessary that the speed, use or management of a motor launch or of a seaplane on the harbour surface or of a water ski aquaplane or other object towed by any motor-launch or seaplane does not create a nuisance or continue to be a nuisance. [1970 Bylaw No. 14(9)]
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	(m) to ensure as necessary that the speed of a motor-launch or seaplane on the surface of the water does not exceed ten kilometres an hour in those situations prescribed by 1970 Bylaw No. 14(10)(a), (b), (c) and (d) (n) to ensure as necessary that the speed of any water ski, aquaplane or other similar object or person towed by any motor launch or seaplane does not exceed ten kilometres an hour or ride on any water ski aquaplane or other object so towed in those situations prescribed by 1970 Bylaw No. 14(11)(a), (b), (c) and (d) (o) to ensure as necessary that any motor launch or seaplane being used to tow any water-ski aquaplane or other similar object or person has two persons on board so that one person can warn of any mishap occurring or the possibility of any mishap occurring to the person being towed or riding upon the water ski, aquaplane or other object. [1970 Bylaw No. 14(12)(a) and (b)] (p) to determine from time to time what part of the Riverton Harbour is to be reserved as an access lane or lanes for any particular purpose in accordance with 1970 Bylaw No. 14(13)(a), (b) and (c) (q) to determine in any particular case where special circumstances so justify by resolution that any of the Riverton Harbour board Bylaws No. 2 (1970) or any specified provisions thereof shall not apply in respect of any area or areas of the Riverton Harbour. [1970 Bylaw No. 14(14)] (r) to deal with any applications on the occasion of any yacht, launch or boat race or speed trial for the suspension of the Riverton Harbour Board Bylaws No. 2 (1970) or any specified provisions thereof in accordance with 1970 Bylaw No. 14(15)(a) and (b) (s) to obtain where possible the name and address of any person who appears to have committed any offence against the Bylaws and where appropriate the registered number of any vessel involved in the alleged offence. Mooring and anchoring To enforce the General Harbour Regulations for harbours of New Zealand as may be applicable (1970 Bylaw No. 22). Control To appoint a harbourmaster for the purposes of control in terms of the Riverton Harbour Board Bylaws (No. 2) 1970 and to supervise the observance and enforcement of the provisions of these bylaws and to appoint in consultation with the Southland District Council such other officers as may be deemed necessary from time to time [1970 Bylaw No. 35]. Offences and penalties - to order any person or persons who may be in breach of the provisions of the Riverton Harbour Board Bylaws (No. 2) 1970 to leave the foreshore forthwith. [1970 Bylaw No. 36]
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	- to recommend commencement of summary proceedings in appropriate cases against any person in breach of the bylaw.
	(6) The Riverton Harbour subcommittee shall have the power to make submissions to Environment Southland in respect of all resource consent applications received by Environment Southland that deal with matters involving the Riverton Harbour. (7) The Riverton Harbour subcommittee will report at three monthly intervals to Environment Southland on any actions taken pursuant to the powers transferred by Environment Southland and any issues or concerns identified by users of the harbour.
	5.2 Power to recommend The Riverton Harbour subcommittee will: (a) make recommendations to Environment Southland on matters of concern that pertain to Environment Southland's RMA functions (b) make recommendations to the Council or a relevant committee on all matters of policy not delegated to the Riverton Harbour subcommittee (c) recommend to Council the granting of any leases or licenses for any Riverton Harbour endowment lands (d) recommend to Council the user charges and fees to fund the harbour activities.

8.5.4 Te Anau Basin Water Supply Subcommittee

TYPE OF COMMITTEE	Subcommittee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Subcommittee delegated powers by Council as per schedule 7, clause 32, LGA 2002.
MEMBERSHIP	The total membership of the Te Anau Basin Water Supply subcommittee will be nine. Membership of the subcommittee shall be determined by an election at a triennial public meeting. The subcommittee representation shall comprise: • a water supply consumer from each of the following areas: - Duncraigen - Homestead - Kakapo - Mt York - Princhester - Ramparts - Takitimu • two representatives appointed by Landcorp.
QUORUM	Te Anau Basin Water Supply Subcommittee – 5
FREQUENCY OF MEETINGS	Three meetings per annum or as required.

SCOPE OF ACTIVITIES	The activity of Southland District Council's Water Supply Subcommittees is framed by Council policies and plans. The responsibilities of these water supply subcommittees include: • providing feedback to Council officers on relevant plans and strategies (including asset management plans) • receiving operational and financial reports • community engagement and representing community views to Council.
DELEGATIONS	Power to Act The Te Anau Basin Water Supply Subcommittee shall have the following delegated powers and be accountable to the relevant community board for the exercising of these powers: (a) power to recommend the annual budget relating to the relevant water supply scheme (b) power to approve expenditure outside Council's authorised officer levels but within the budget of the water supply schemes. All decisions to approve expenditure outside Council's authorised officer levels must be made by way of a resolution at a meeting of the water supply subcommittees. Any such decisions must be reflected in the minutes of the meeting (c) power to approve new connections to the relevant water supply scheme (d) power to approve expenditure outside of the relevant annual budget for emergency works (e) policies relating to water schemes. In addition to the power to approve expenditure outside of the relevant annual budget for emergency works, this committee can also recommend unbudgeted expenditure to the Fiordland Community board and Council for approval.

8.5.5 Stewart Island/Rakiura Visitor Levy Allocation Subcommittee

TYPE OF COMMITTEE	Subcommittee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Subcommittees delegated powers by Council as per schedule 7, clause 32, LGA 2002.
MEMBERSHIP	The subcommittee consists of the following members appointed by Council: Chairperson: The chair of the subcommittee for the 2025 to 2028 triennium will be Councillor Christine Menzies Members: • a representative from or recommended by each of the approved operators named under the Stewart Island/Rakiura Visitor Levy Policy • one community board representative • the chair of the Finance and Assurance Committee • a member from Stewart Island/Rakiura • a member to represent iwi • the councillor for Stewart Island/Rakiura Ward
QUORUM	Majority of members
FREQUENCY OF MEETINGS	One meeting per annum or as required
SCOPE OF ACTIVITIES	The Stewart Island/Rakiura Visitor Levy Allocation Subcommittee is responsible for governance of the Stewart Island/Rakiura visitor levy fund and setting strategic objectives to act as the basis for assessing applications for funding.
DELEGATIONS	The Stewart Island/Rakiura Visitor Levy Allocation subcommittee shall have the following delegated powers and be accountable to Council for the exercising of these powers: (a) determining strategic outcomes for the Stewart Island/Rakiura visitor levy fund (b) making decisions regarding funding applications to the Stewart Island/ Rakiura visitor levy fund.

8.6 Local Authority Joint Committees

Council may unite with any one or more local authorities or other public bodies in appointing a joint committee in accordance with Schedule 7 clause 30A of the Local Government Act 2002. Southland District Council and other local authorities within the region have formed a number of joint committees, with terms of reference to address specific subject matters.

Any committee appointed will be considered to be both a committee of Council and a committee of the other local authority or public body, unless otherwise specified by legislation. In forming any such committee Council must reach agreement with the other local authorities or public bodies involved which must specify the number of members, how the chairperson and deputy are to be appointed, the terms of reference of the committee, what responsibilities are to be delegated to the committee and how the agreement may be varied.

The powers to discharge any individual member and appoint another will be exercisable by the local authority or public body that made the appointment.

JOINT COMMITTEE
WasteNet (Waste Advisory Group)
Southland Regional Heritage Joint Committee
Civil Defence Emergency Management Group
Southland Regional Transport Committee
Great South Joint Shareholders

8.6.1 WasteNet (Waste Advisory Group)

TYPE OF COMMITTEE	Joint committee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Joint committees delegated powers by Council as per schedule 7, clause 30A, LGA 2002.
MEMBERSHIP	Membership of the joint committee shall comprise of the following: • mayor and one councillor, Southland District Council • two councillors, Invercargill City Council • two councillors, Gore District Council
QUORUM	A quorum shall be half of the members (including vacancies) if the number is even, and a majority (including vacancies) if odd and must at any time have an elected member of a local authority from each.
MEETINGS	The joint committee will meet on an as required basis
STANDING ORDERS	The current standing orders of the administering authority shall govern the conduct of the meetings.
ADMINISTERING AUTHORITY	The administering authority will be Invercargill City Council and will provide administrative support and leadership of the Joint committee.
REPORTING	The committee will report to each member authority.
DELEGATIONS	The functions and responsibilities of the Waste Management Advisory Group are to: 1. be the high level decision making committee for the implementation and carrying out of the WasteNet activities within the delegations from each of the WasteNet Councils 2. receive and approve financial monitoring reports as to the accounting between the WasteNet Councils in relation to the WasteNet activities 3. report to each constituent WasteNet Council as to the WasteNet activities outcomes 4. develop policies to ensure the smooth implementation and operation of the WasteNet activities 5. provide a forum for:

	a) the exchange of views and information relevant to the management of waste for each of the WasteNet Council territories; b) discussion as to the effectiveness of the services contracts including ways in which value can be added to the parties through the services contracts and the implementation of the WasteNet Southland Business Plan c) the identification of opportunities for joint waste management and minimisation initiatives d) identification and resolution of points of tension or difficulties between the WasteNet Councils as to their respective roles under the services contracts and this agreement. 6. receive reports and recommendations from the WMG and approve recommendations as permitted by each separate WasteNet Council's delegations 7. formulate recommendations in relation to the services contracts, waste disposal and minimisation strategies and the implementation of the WasteNet Southland business plan for consideration by the joint committee and each of the WasteNet Councils as appropriate 8. make recommendations to the WasteNet Councils in relation to the following: a) the exit by a WasteNet Council from any or all of the services contracts b) the inclusion of other territorial authorities into any of the services contracts or into WasteNet Southland 9. make decisions generally (in accordance with each Council's delegations) in relation to the implementation of the WasteNet Southland business plan 10. make recommendations to the WasteNet Councils and/or decisions (in accordance with each WasteNet Council's delegations) in relation to the regional landfill contract as to the following: a) the portion of funding of general waste management and waste minimisation costs to be recovered through landfill charges b) landfill pricing for authorised users c) and requests from the landfill operator for approval of major industrial users. 11. make recommendations to the WasteNet Councils and/or decisions (in accordance with each WasteNet Council's delegations) in relation to the recyclables acceptance contract as to the following: a) the exercise of the WasteNet extension right pursuant to clause 2.5 b) the modification of the contract conditions in connection with exercise of the WasteNet extension right pursuant to clause 2.5 c) the allocation of the contract price payable under the contract as between the WasteNet Councils d) the apportionment of the revenue share payment received by the
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	WasteNet Councils under the contract. 12. make recommendations to the WasteNet Councils and/or decisions (in accordance with each WasteNet Council's delegations) in relation to the collection and transfer stations contract as to the following: a) the exercise of the WasteNet Extension Right pursuant to clause 2.3 b) the modification of the contract conditions in connection with exercise of the WasteNet extension right pursuant to clause 2.3 13. exercise such powers or functions as shall be delegated to the WAG by the WasteNet Councils (either together or separately) 14. carry out such other functions and responsibilities as the WasteNet Councils shall agree shall be functions and responsibilities of the WAG.
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8.6.2 Southland Regional Heritage Joint Committee

TYPE OF COMMITTEE	Joint committee
SUBORDINATE TO	Council
LEGISLATIVE BASIS	Joint committees delegated powers by Council as per schedule 7, clause 30A, LGA 2002.
MEMBERSHIP	Membership of the joint committee shall comprise of the following: - two councillors, Southland District Council - two councillors, Gore District Council - one iwi representative may be appointed by the committee Other committee members may be appointed by the committee being persons who have the skills, attributes or knowledge that may assist the work of the committee
QUORUM	A quorum shall be half of the members (including vacancies) if the number is even, and a majority (including vacancies) if odd and must at any time have an elected member of a local authority from each.
MEETINGS	The joint committee will meet on an as required basis
STANDING ORDERS	The current standing orders of the administering authority shall govern the conduct of the meetings.
ADMINISTERING AUTHORITY	The administering authority will be Southland District Council and will provide administrative support and leadership of the joint committee.
REPORTING	The committee will report to each member authority.
DELEGATIONS	The committee shall have such powers, functions and duties as are necessary to carry out the objects and goals set out in the Southland Regional Heritage Joint Committee Heads of Agreement 2017-24.

8.6.3 Civil Defence Emergency Management Group (CDEM)

DESCRIPTION	The Southland CDEM group is a partnership of local authorities, emergency services and other organisations tasked with providing effective and comprehensive management of major hazards and their consequences anywhere in Southland. Civil Defence is a major function of Council and the availability of resources from outside the district in the case of a major incident is important. In addition, the Civil Defence and Emergency Management Act 2002 intensified the relationships within the region on these issues.
SUBORDINATE TO	Council
MEMBERSHIP	Membership from the Southland District Council includes • mayor, Southland District Council • one councillor (alternate)
FUNCTIONS	Liaise on regional civil defence plans
MEETINGS	The joint committee will meet on an as required basis
QUORUM	A quorum shall be half of the members (including vacancies) if the number is even, and a majority (including vacancies) if odd and must at any time have an elected member of a local authority from each.
STANDING ORDERS	The current standing orders of the administering authority shall govern the conduct of the meetings.
ADMINISTERING AUTHORITY	The administering authority will be Southland Regional Council and will provide administrative support and leadership of the joint committee.
REPORTING	The committee will report to each member authority.
DELEGATIONS	Recommend to Council any changes to the district civil emergency plan as a consequence of regional plans.

8.6.4 Regional Transport Committee – formerly Southland Regional Land Transport Committee

DESCRIPTION	The Regional Transport Committee (RTC) is established under the auspices of the Land Transport Act 2003 (as amended). It is responsible for preparing the Regional Land Transport Plan that incorporates the programme of work to be considered for funding from the National Land Transport Fund, and for advising the Regional Council on strategic land transport planning and funding matters. The Land Transport Management Act requires that Council has one appointee (plus an alternate) on the body. Other Councils in the region have a similar entitlement.
SUBORDINATE TO	Council
MEMBERSHIP	The committee comprises of: • an elected member from each of the following councils: - Southland District Council - Invercargill City Council - Gore District Council • two Environment Southland elected members • a representative from the New Zealand Transport Agency

QUORUM	A quorum shall be half of the members (including vacancies) if the number is even, and a majority (including vacancies) if odd and must at any time have an elected member of a local authority from each.
MEETINGS	The joint committee will meet on an as required basis
STANDING ORDERS	The current standing orders of the administering authority shall govern the conduct of the meetings.
ADMINISTERING AUTHORITY	The administering authority will be Southland Regional Council and will provide administrative support and leadership of the joint committee.
REPORTING	The committee will report to each member authority.
FUNCTIONS	To make sure that arrangements for land transport throughout the region are integrated. Participation in this committee should contribute to this objective.
DELEGATIONS	• to report to Council on discussions and resolutions of RTC meetings • recommend changes to Council on matters arising from the RTC

8.6.5 Great South Joint Shareholders Committee

DESCRIPTION	The Great South Joint Shareholders Committee is established under the Southland Regional Development Agency Limited Constitution and the Southland Regional Development Agency Limited Shareholders Agreement 2020. The committee is to operate in accordance with these documents that outline: • committee membership • quorum requirements • functions/roles of the committee • the method to elect the chairperson • when meetings will take place • voting practices.
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Appointments to council organisations

Record no: R/25/11/54031
Author: Michal Gray, Democracy advisor
Approved by: Vibhuti Chopra, Group manager strategy and partnerships
Report type: Decision

Staff recommendations

That the Council:

- a) notes the information contained in the report.
- b) notes that the matter or decision in this report is assessed as being administrative based on Council's Significance and Engagement Policy.
- 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 appointment of elected members to the following Council organisations, as recommended by the Mayor:
 - Cr Matt Wilson to the Around the Mountains Cycle Trail Trust
 - Cr Julie Keast to the Citizens Advice Bureau Invercargill Board
 - Cr Michael Weusten and Cr Don Byars to the Creative Communities Assessment Committee
 - Cr Julie Keast to the Gore and Districts Community Counselling Centre
 - Cr Julie Keast to the Pioneer Women's Memorial Trust
 - Cr Phil Dobson to the Southland Indoor Leisure Centre Charitable Trust
 - Cr Paul Duffy to the Southland Regional Heritage Building and Preservation Trust
 - Mayor Rob Scott and Cr Christine Menzies as alternative to the Te Rōpū Taiao
 - Cr Jaspreet Boparai to the Tuatapere Amenities Trust
 - Cr Julie Keast to the Whakamana te Waituna Trust
- e) notes that the Mayor is an ex officio member of the Southland Medical Foundation Incorporated.
- f) revokes the appointments of Ms Eve Welch and Mr Blair Stewart to the Taramea (Howell's Point) Management Committee (two members appointed last triennium), confirms that Cr Don Byars will remain on the Management Committee, and appoints Mr Neil Linscott and Mr Michael Weusten to the Management Committee.
- g) notes the existing appointments of directors of Milford Sound Tourism Limited of the chief executive, Mr Cameron McIntosh and external appointee, Mr Rex Williams.

- h) appoints Cr Sarah Greaney, Mararoa Waimea Ward Councillor, as trustee of the Milford Community Trust.

Purpose

- 1 The purpose of this report is for Council to appoint elected members to represent Council on external bodies and one council controlled organisation for the new triennium.

Executive summary

- 2 Council is being asked to appoint or nominate elected members to external organisations that are legally defined as council organisations.
- 3 It is also being asked to appoint one elected member to a council controlled organisation, Milford Community Trust.
- 4 The Local Government Act 2002 (LGA) sets out requirements for Council to consider in making the appointments to council organisations and council controlled organisations. Council must also comply with Council's Appointments to Council Organisations Policy.
- 5 The Mayor has discussed the appointments with councillors and the report contains his recommendations to Council. In making these recommendations the Mayor has considered a variety of factors including ward representation, councillors' interests and the requirements of each organisation.

Context

- 6 The external organisations that Council is being asked to appoint members to are council organisations as defined by section 6 of the LGA. They are entities in which Council has one or more voting rights at any meeting of the controlling body of the entity, or has the right to appoint one or more trustees, directors or managers of the entity.
- 7 The appointment of elected members to these council organisations may be required by an organisation's founding documents (trust deed, constitution, rules etc) or by specific request from an organisation.
- 8 Section 57(2) of the LGA states that Council may appoint a person to be a trustee, director or board member of a council organisation only if the person has, in the opinion of the Council, the skills, knowledge and experience to:
- guide the organisation given the nature and scope of its activities; and
 - contribute to the achievement of the objectives of the organisation.
- 9 In making the appointments Council must also comply with its Appointments to Council Organisations Policy (policy). The policy is contained in Attachment A.
- 10 The policy provides that the required skills, knowledge, and experience for board member roles are determined, taking into account:
- core competencies (see the list below) - Council's requirements and objectives for the role and the CO; and
 - any additional skills, knowledge and experience specified by the chairperson or set out in the founding document.

- 11 The policy sets out the core competencies expected of Council appointees as being:
- sound judgement and decision-making
 - commercial acumen
 - public service ethos and awareness of a public media profile
 - an understanding and commitment to Council's obligation to Te Tiriti o Waitangi
 - a high standard of personal integrity
 - clear communication and an ability to debate in a reasoned manner
 - effective teamwork and collaboration
 - the ability to think strategically
 - risk assessment and contingency management
 - commitment to the principles of good corporate citizenship
 - understanding of the wider interests of Council as a publicly accountable shareholder
 - experience in governance, preferably corporate governance.
- 12 For the appointment of elected members, the policy requires the that the Mayor confirms the skills, knowledge and experience required, identify candidates and then recommend the appointments to Council.
- 13 For the appointment of council staff, the policy requires that the chief executive confirms the skills, knowledge and experience required, identify candidates and then recommend the appointments to Council.
- 14 Elected members appointed to council organisations have the role of being an interface between Council and the organisation, and of representing Council's interests in the organisation.
- 15 Where Council is also a shareholder of the council organisation the policy sets out, on page 5, reporting requirements that Council expects of appointed representatives.
- 16 For all other appointments to council organisations (where Council is not a shareholder), appointed members will have an opportunity to update Council on relevant matters. Updates should be provided at least quarterly or more frequently if required.
- 17 Under the policy, the term of appointment for the elected member appointments will expire at the end of the 2025-2028 triennium. The term of appointment for staff appointed to council organisations can run over an election period.

Appointment of elected members to external organisations

- 18 The Mayor has considered the required skills, knowledge and experience for each role, identified candidates, and made the recommendations listed in the table below. The table also includes a summary of the purpose of the organisations and the appointment requirements as set out in the foundation documents.

Organisation	Purpose	Appointment requirements	Mayor's recommended appointee
Around the Mountain Cycle Trail Trust	The trust was established to manage the trail's user experience and promotion.	Under the trust deed, Council has the power to appoint one trustee	Cr Matt Wilson
Citizens Advice Bureau Invercargill (CAB)	CAB's purpose is to provide people with free independent advice and work for positive social change within communities and wider society.	CAB has requested a representative of Council for the new triennium. The appointee will be formally appointed by the CAB board at its next meeting.	Cr Julie Keast
Creative Communities Assessment Committee	The committee assesses applications for local arts and cultural projects and allocates funding, from a fund that is administered by Council on behalf of Creative New Zealand.	Council can appoint up to two elected members (including community board members) who have an arts and culture focus or knowledge.	Cr Michael Weusten Cr Don Byars
Gore and Districts Community Counselling Centre	Provides counselling and educational experiences.	The trust deed provides that Council and Gore District Council may each provide a representative who will be trustee, with unanimous agreement of the trustees.	Cr Julie Keast
Pioneer Women's Memorial Trust	The trust offers a bursary to year 13 students from Gore High School, Blue Mountain College, St Peters High and Menzies College to assist to further their education	The trust deed provides Council with the power to appoint one councillor	Cr Julie Keast

Organisation	Purpose	Appointment requirements	Mayor's recommended appointee
Southland Indoor Leisure Centre Charitable Trust	The purpose of the trust is to own and operate Stadium Southland for the benefit of the Southland Community. Membership of the trust includes trustees appointed by ILT, Community Trust Southland, Invercargill City Council and Active Southland.	The trust deed provides Council with the power to appoint one trustee.	Cr Phil Dobson
Southland Medical Foundation Incorporated	The foundation provides finance for medical education and research for the benefit of the people of the Southland District.	The rules of the foundation provide for the Mayor to automatically be an ex officio member by virtue of his or her role.	Mayor Rob Scott
Southland Regional Heritage Building and Preservation Trust	The purpose of the trust is to encourage the retention, preservation and maintenance of historic and heritage buildings within Southland.	The trust deed provides that between two and four of the trustees be representatives from Invercargill City Council, Gore District Council or Southland District Council. The trust is in the process of being wound up, but an appointment is still required for the new triennium.	Cr Paul Duffy
Te Rōpū Taiao	Te Rōpū Taiao is a joint management committee that was established to develop relationships between the local authorities, tangata whenua of Murihiku and includes nga matawaka.	The Charter of Understanding provides that one representative be appointed from each member Council.	Mayor Rob Scott and Cr Christine Menzies as alternate

Organisation	Purpose	Appointment requirements	Mayor's recommended appointee
The Tuatapere Amenities Trust	The purpose of the trust is to provide grants which will be applied towards the creation, maintenance and enhancement of amenities which will benefit the residents within the Tuatapere Urban Resource Area.	The trust deed provides that one trustee be appointed by Council to represent the Waiua Aparima Ward. The Tuatapere Te Waewae Community Board will also be asked to appoint one trustee to represent the board.	Cr Jaspreet Boparai
Whakamana te Waituna Trust	The trust was established to promote the wellbeing of the people, the land, the waters, the ecosystems, and the life-force of the Waituna Catchment and the surrounding area. The other trustees are representatives of Ngāi Tahu, Environment Southland and Fonterra	The trust deed gives Council the power to appoint one trustee.	Cr Julie Keast

The Taramea (Howell's Point) Management Committee

- 19 The Taramea (Howell's Point) Management Committee was established by section 11 of the Deed of Settlement between the Crown and te Rūnanga O Ngāi Tahu. The committee is made up of three people nominated by Te Runanga o Ngai Tahu and up to three persons nominated by the community board and appointed by Council.
- 20 The Taramea (Howell's Point) Management Committee's role is to administer and control Taramea (Howells's Point) in accordance with the Ngai Tahu Deed of Settlement which requires that the reserve be managed as if it were a recreation reserve
- 21 Under the Memorandum of Understanding (MOU) between Council and te Rūnanga O Ngāi Tahu there is a preference for continuity within the membership of the committee. Cr Don Byars, Ms Eve Welch and Mr Blair Stewart were appointed to the committee for the 2022-2025 triennium. Council is being asked to revoke the appointment of Ms Welch and Mr Stewart.
- 22 The Ōraka Aparima Community Board, at its meeting on 4 November 2025, nominated three people to be members – Mr Neil Linscott, Mr Michael Weusten and Cr Don Byars. Council is being asked to make these appointments to the Management Committee.

- 23 The MOU sets out in clause 4.1.2 that after the initial three-year term of appointment, Council will review an appointment every two years. Since Cr Byars was appointed for a previous three-year term, if Cr Byars is reappointed, his appointment will be reviewed by Council in two years time. The appointment of Mr Linscott and Mr Weusten will be for the triennium.

Previous appointments of elected members to external organisations

- 24 Age Concern Southland Charitable Trust have previously requested that Council appoint a representative to the board, and a staff member has been appointed by Council. Staff have been advised that the Trust no longer require a Council representative.
- 25 The Fiordland Community Board and Tuatapere Te Waewae Community Board will be asked to make appointments of board members to the Waiau Working Party as required by the foundation document. Last triennium Council made an appointment to the working party.

Appointment of staff to external organisations

- 26 Council is being asked to note the appointments to the following two council organisations, Milford Sound Tourism Limited and Te Puka-Rakiura Trust. The policy applies to these appointments.

Milford Sound Tourism Limited (MSTL)

- 27 MSTL provides visitor infrastructure and services in Milford Sound, managing the harbour, wharves, visitor terminal, parking, and critical waste and wastewater systems. Council is a 2% shareholder of this company and has the right under the constitution to appoint a maximum of two directors. One of those directors must be the chief executive or his appointee.
- 28 Council appointed the chief executive, Cameron McIntosh as director of MSTL on 27 November 2024 and appointed an external appointee, Mr Rex Williams on 5 March 2025. These appointments were both for a term of three years.
- 29 The policy provides that Council should consider and review appointments at the beginning of the triennium, although the policy notes that for some council organisations the review dates may not align with triennium dates. For the appointments to MSTL, the review dates do not align and therefore the existing appointments to MSTL are being put forward to Council for noting purposes only. Staff will present a report for Council to review the appointments prior to the review dates, being 27 November 2027 and 5 March 2028.

Te Puka-Rakiura Trust

- 30 The trust was established to provide overall governance for the Predator Free Rakiura project and to promote, protect, and preserve the natural environment, biodiversity, and ecological resilience of Rakiura.
- 31 The trust deed provides that the Predator Free Rakiura Engagement and Advisory Group (PFREAG) may appoint a trustee to represent Council. PFREAG have advised Council staff that they will notify Council if a trustee is required to represent Council in the 2025-2028 triennium. (Fran Mikulicic was the council representative on the PFREAG for the 2022-2025 triennium.)
- 32 If a representative of Council is needed on the trust for this triennium, staff will present a separate report to Council, at that time.

Appointment to a council controlled organisation

Milford Community Trust

- 33 Milford Community Trust is a council controlled organisation as defined by section 6 of the LGA. The trust was established to provide leadership and governance for the Milford community. Under the trust deed, Council is required appoint a councillor as trustee to represent the Mararoa Waimea Ward for the triennium.
- 34 The Appointments to Council Organisations Policy does not apply to this appointment, as it does not apply to council controlled organisations. Section 57(2) of the LGA does apply to this appointment, see paragraph 8 of this report.

Options

- 35 The following options have been identified and assessed in this report:
- Option 1 – approve the appointments recommended by the Mayor
- Option 2 – not approve the appointments.
- 36 Staff recommend option 1, that Council approve the appointments recommended by the Mayor.

Option 1 - Approve the appointments recommended by the Mayor

Advantages	Disadvantages
- Elected members and external organisations will have certainty about appointments - Elected members can begin planning their schedule of meetings - Enables some work streams to progress - Council will fulfill its obligations to appoint trustees/members where this a requirement - It may facilitate relationships with external organisations.	Elected members may have to accept some appointments do not align to their personal preference.

Option 2 - Not approve the appointments

Advantages	Disadvantages
Provides further opportunity to debate appointments.	- Delays certainty for elected members and external organisations about the appointments - Elected members will have less certainty about their commitments/schedule - Will delay some work streams - Council will not fulfil its obligation to appoint trustees/members at this meeting - May delay developing relationships with these external organisations.

Legal considerations

- 37 A council organisation is defined by section 6(1) of the LGA as:
- a company in which the local authority has right to appoint director, or holds voting rights at meeting of shareholders
 - an entity where a local authority controls a portion of the voting rights, or where a local authority has rights to appoint trustees, directors or managers.
- 38 A council controlled organisation is defined by section 6(1) of the LGA as a council organisation where one or more local authorities have:
- control, directly or indirectly, of 50% or more of the votes at any meeting of the members or controlling body of the entity; or
 - the right, directly or indirectly, to appoint 50% or more of the trustees, directors, or managers (however described) of the entity.
- 39 Section 57(2) of the LGA states that Council may appoint a person to be a trustee, director or board member of a council organisation only if the person has, in the opinion of the Council, the skills, knowledge and experience to:
- guide the organisation given the nature and scope of its activities; and
 - contribute to the achievement of the objectives of the organisation.

Strategic alignment

Strategic direction

- 40 The external organisations support or align with Council's strategic direction.

Policy and plan consistency

- 41 The decisions proposed in this report are consistent with Council's Appointments to Council Organisations Policy.

Financial considerations

- 42 Elected members will be reimbursed in accordance with the current Elected Members' Remuneration and Reimbursements Policy. The policy outlines that as a general rule, Council will not remunerate for service as a board member of a council organisation.

Significance assessment

- 43 This matter has been assessed as being administrative under Council's Significance and Engagement Policy and engagement will not be undertaken.

Community views

- 44 Community views have not been sought because it is an administrative decision.

Climate change considerations

- 45 There are no climate change considerations relevant to this matter or decision.

Risk and mitigations

- 46 There are no significant risks in relation to this matter or decision.

Next steps

- 47 Staff will include all the appointments made in Council's Local Governance Statement.
- 48 Staff will inform the organisations of the appointments or nominations.

Attachments

- A Council's Appointments to Council Organisations Policy [↓](#)



Appointments to Council Organisations Policy

Group responsible: Strategy & Partnerships

Date approved: 06 November 2024

File no: R/24/11/68539

Introduction

Southland District Council (Council) has an interest in a number of council organisations (COs). These organisations deliver services, provide advice, or in some way support the achievement of Council's long-term objectives, and include the organisations listed in Council's Local Governance Statement for each triennium.

COs are organisations that Council is involved with by itself or with other local authorities and has one or more voting rights or rights to appoint a board member from Council.

Purpose

Local Government Act 2002 (LGA) section 57(1) requires that Council adopts a policy that contains an objective and transparent process for:

- the identification and consideration of the skills, knowledge, and experience required of trustees and directors of a council organisation, and
- the appointment of trustees and directors to a CO; and
- the remuneration of trustees and directors of a CO.

Scope

This policy applies to board members of COs.

This policy does not apply to appointments to council-controlled organisations (CCOs).

Definitions

TERM	MEANING
board member	In this policy, refers to a director, trustee or shareholder of a CO appointed/nominated by Council. This includes staff, elected members and external appointees.
council-controlled organisation (CCO)	Has the meaning given by section 6(1) of the LGA. A CCO includes a council organisation where one or more local authorities have: • control, directly or indirectly, of 50% or more of the votes at any meeting of the members or controlling body of the entity; or

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	the right, directly or indirectly, to appoint 50% or more of the trustees, directors, or managers (however described) of the entity.
council organisation (CO)	Has the meaning given by section 6(1) of the LGA. a company— (i) in which equity securities carrying voting rights at a meeting of the shareholders of the company are— (a) held by 1 or more local authorities; or (b) controlled, directly or indirectly, by 1 or more local authorities; or (ii) in which 1 or more local authorities have the right, directly or indirectly, to appoint 1 or more of the directors (however described) of the company; or an entity in respect of which 1 or more local authorities have, whether or not jointly with other local authorities or persons,— (i) control, directly or indirectly, of 1 or more of the votes at any meeting of the members or controlling body of the entity; or (ii) the right, directly or indirectly, to appoint 1 or more of the trustees, directors, or managers (however described) of the entity ‘Entity’ here means any partnership, trust, arrangement for the sharing of profits, union of interest, co-operation, joint venture, or other similar arrangement; but does not include a company, or a committee or joint committee of a local authority.

Policy principles

Appointment Process

When a board member vacancy arises in a CO, Council will follow the process flow set out in Appendix One in accordance with the following policy principles.

Skills, knowledge and experience

LGA section 57(2) states that Council may appoint a person to be a board member of a CO only if the person has, in the opinion of the Council, the skills, knowledge and experience to:

- guide the organisation given the nature and scope of its activities; and
- contribute to the achievement of the objectives of the organisation.

The core competencies expected of Council appointed board members to a CO are:

- sound judgement and decision-making
- commercial acumen
- public service ethos and awareness of a public media profile
- an understanding and commitment to Council’s obligation to Te Tiriti o Waitangi



- a high standard of personal integrity
- clear communication and an ability to debate in a reasoned manner
- effective teamwork and collaboration
- the ability to think strategically
- risk assessment and contingency management
- commitment to the principles of good corporate citizenship
- understanding of the wider interests of Council as a publicly accountable shareholder
- experience in governance, preferably corporate governance

The required skills, knowledge, and experience for board member roles are determined prior to seeking candidates, taking into account:

- the core competencies, Council's requirements and objectives for the role and the CO; and
- any skills, knowledge and experience specified by the CO during consultation with the chairperson or set out in any trust deed, constitution or equivalent founding document.

The required skills, knowledge, and experience for board member will guide Council when board members are appointed.

Appointment

Staff / Elected Member

Elected members and staff may be appointed as a board member of a CO, subject to the specific provisions of the board's founding documents.

Internal candidates will be recommended by the mayor (for elected members) and chief executive (for staff) as per the skills, knowledge and experience stated above and appointments will be made by a formal resolution of Council, and included in the Local Governance Statement adopted each triennium.

Where consistent with the LGA, Council may by resolution delegate authority to the chief executive to make appointments.

External Appointee

Where an external appointee is required, the standard approach is to advertise the position via the Institute of Directors (or similar) and/or any appropriate local or national media.

The position is not required to be advertised where a suitable candidate has been identified and advertising is not expected to add significant value to the selection process (for example where specialist knowledge or experience exists). When a position isn't advertised, the reasoning must be included with the recommendation to Council.



If an appointment is advertised, the candidates will be requested to supply:

- a curriculum vitae which establishes how well they meet the role specification for the directorship role;
- a letter detailing why they are interested in the particular role; and
- disclosure of any conflicts of interest their appointment may cause, including how those conflicts are proposed to be managed.

The Executive Committee will screen the candidates to ensure that they have the required skills, knowledge and experience and interview the short-listed candidates. References will be checked and a recommendation for appointment made to Council.

Appointments will be made by a formal resolution of Council. Where consistent with the LGA, Council may by resolution delegate authority to the chief executive to make appointments.

Reports recommending appointments will be considered in the publicly excluded portion of the Council meeting, to protect the interests and privacy of the candidate. The successful candidate(s) will then be offered a letter of appointment.

A public announcement of the appointment will be made as soon as practicable after Council has made its decision, the letter of appointment has been signed by the candidate, and appointment has been confirmed with the CO.

Board Member Tenure

Appointments will be reviewed at the beginning of each Council triennium.

It is acknowledged that for COs of a commercial nature, the review dates are unlikely to align with Council triennium dates, so the following refers to the date of appointment more generally.

To reflect current national and international best practice, Council's policy regarding board member tenure is as follows:

- tenure of three years: board members shall hold office for a term of up to three years from the date of appointment
- expiry of tenure: upon expiry of that three-year term, the board member retires from the board and may be eligible for reappointment
- reappointment: a board member who is retiring from their first three-year tenure, deemed eligible for reappointment and who wishes to stand, may, at the sole discretion of Council (by ordinary resolution), be reappointed for a further term of up to three years
- tenure exceeding six consecutive years: regular board member rotation is encouraged, but terms exceeding six years will be considered on a case-by-case basis. Council recognises that board members often have valuable institutional knowledge that organisations need to retain, and acknowledges there is a limited pool of suitable candidates for some boards.



Chairperson Selection

Where it is the responsibility of Council to appoint a chairperson of a board, the Executive Committee will consult with the Board on the person to be appointed.

A chair succession plan should be in place to provide for a smooth transition of leadership in the event of a planned or unexpected retirement of an incumbent chairperson. It is expected that a chairperson appointed by Council will identify and develop potential successors or advise the Executive Committee where there are no candidates suitable for the role of chairperson.

Conflicts of interest

Any conflicts of interest will be declared by potential board members to a CO both prior to and during their appointment. Council expects that board members of COs will avoid situations where their actions could give rise to a conflict of interest. To minimise these situations, Council requires board members to follow the provisions of the Code of Conduct for elected members and the Conflict of Interest Policy for staff.

Remuneration

As a general rule, Council will not remunerate for service as a board member of a CO. In the case of the appointment of a member of staff, no additional remuneration will be paid.

Any reimbursement of expenses of board members of a CO is not set by Council in the first instance, and is at the discretion of the particular board.

In the absence of reimbursement from the CO, board members who are:

- staff can seek reimbursement of expenses as per the Sensitive Expenditure Policy
- elected members can seek reimbursement of expenses as per the Elected Members Remuneration and Reimbursement Policy

Reporting

The LGA requires Council to regularly undertake performance monitoring of COs.

To help meet this requirement Council expects board members to evaluate and report on the COs contribution to the achievement of:

- Council's objectives for the organisation;
- (if applicable) the desired results, as set out in the organisation's statement of intent; and
- the overall aims and outcomes of Council.

Board members are also expected to notify Council of any matters which arise relating to, or in the course of, their appointment as a CO board member which:

- may reasonably have a material reputational risk for Council; or
- relate to the financial viability of the CO.



Disclosure of information by board members to Council to meet these requirements, particularly as it relates to confidential information of the CO, may conflict with terms of appointment, the Companies Act 1993 and other legislation, constitutions, shareholders agreements, trust deeds, statements of intent etc.

Where disclosure to Council by board members is precluded by, or in conflict with, any obligations, board members must seek appropriate authority to do so in adherence with any requirements prescribed by law and the CO.

Further process and expectations connected to reporting by board members and the monitoring of COs and appointments may be adopted by Council under a separate performance monitoring framework.

Removal of Board members

Board members are appointed at the discretion of Council and may be removed at any time by Council resolution.

Where the CO has concerns regarding the conduct of a board member, this should be considered by the CO in the first instance and, where necessary, the CO may recommend the removal of the board member to Council.

Without limiting the right of Council, reasons which would justify removal of a board member could be where that board member:

- is regularly absent from Board meetings without good justification;
- no longer has the confidence of the CO and/or the Council;
- has breached ethical standards and this reflects badly on the CO or Council;
- does not act in the best interests of the CO;
- breaches the confidence of the CO in any way, including speaking publicly on CO issues without the authority of the CO;
- does not act in accordance with the principles of collective responsibility; or
- is legally disqualified from being appointed or holding office as a board member of a CO (such as under section 151(2) of the Companies Act 1993 for directors).

Council will not make any payment by way of compensation to board members who have been removed from boards.

Responsibilities

BOARD MEMBER	In addition to any responsibilities conferred under individual terms of appointment as a board member:
	- Follow Code of Conduct for elected members and staff Conflict of Interest Policy - Report to Council on the performance of the CO - Notify Council (as permitted) on matters related to reputational risk and financial viability of the CO



	- Meet any additional obligations established under any performance monitoring frameworks for COs
CHIEF EXECUTIVE	For appointment of staff as board members - confirm skills, knowledge and experience required for the role - identify candidates - shortlist candidates - recommend candidate - appoint board members if provided delegation from council
MAYOR	For appointment of elected members as board members - confirm skills, knowledge and experience required for the role - identify candidates - shortlist candidates - recommend candidates to Council
EXECUTIVE COMMITTEE	For appointment and removal of external appointees as board members - confirm skills, knowledge and experience required for the role - identify candidates - shortlist candidates - interview candidates (if required) - recommend candidates to Council - recommend removal of board member (if required)
COUNCIL	For all appointments of board members - appoint recommended candidates - remove board members

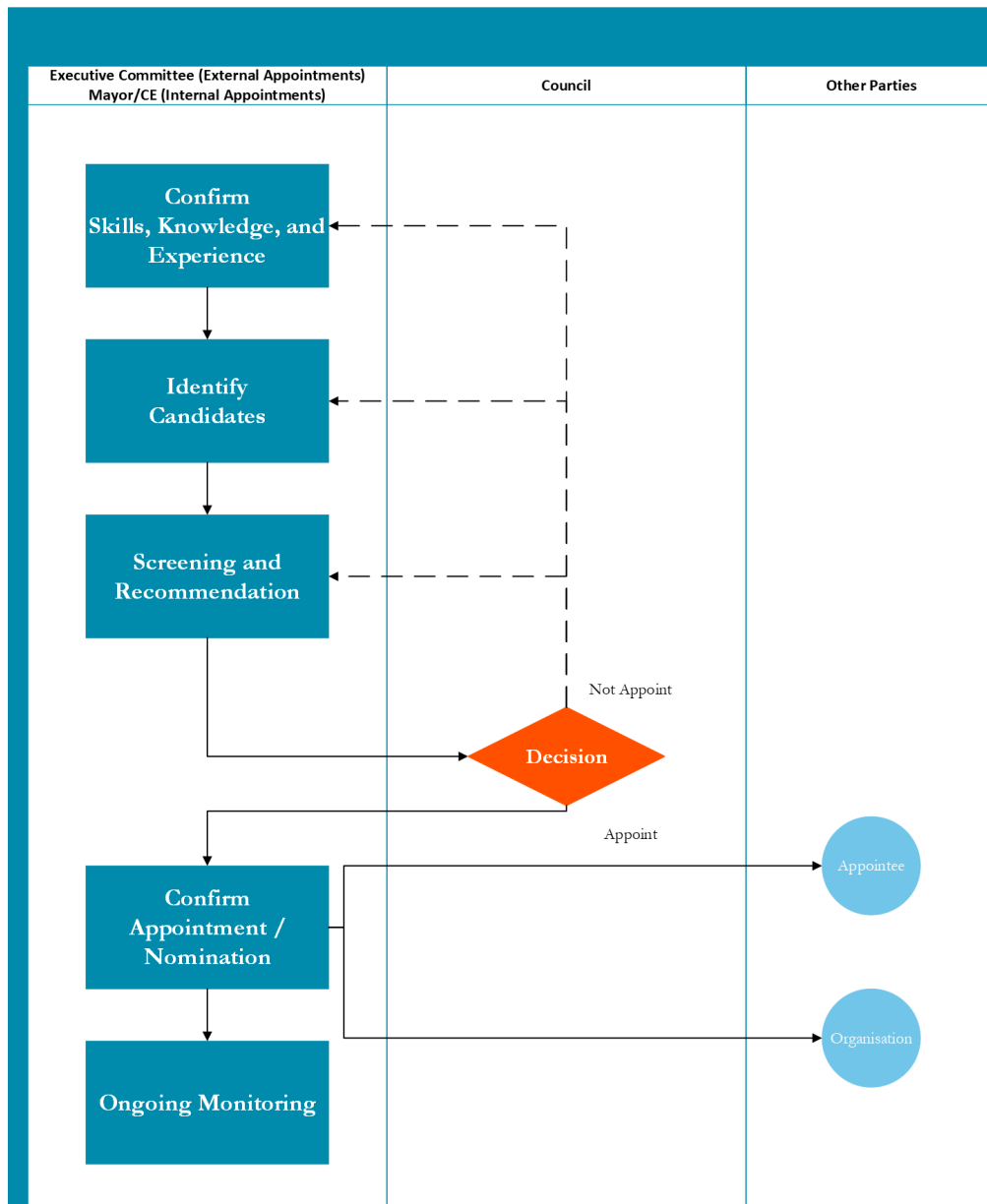
Review

This policy shall be reviewed every six years, or as otherwise required.

Associated documents

- [Local Governance Statement](#)
- [Delegations Manual](#)
- [Code of Conduct for elected members](#)
- [Conflict of Interest Policy](#)
- [Elected Members Remuneration and Reimbursement Policy](#)
- [Local Government Act 2002](#)

Appendix One:



Elected Members' Remuneration

Record no: R/25/11/54061
Author: Jayson Trent, Democracy Advisor
Approved by: Vibhuti Chopra, Group manager strategy and partnerships
Report type: Decision

Staff recommendations

That the Council:

- a) notes the information contained in the report.
- b) notes that the matter or decision in this report is assessed as being administrative based on Council's Significance and Engagement Policy.
- 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 proposed allocation of the Southland District Council governance remuneration pool, until 30 June 2026, for inclusion in the remuneration proposal as follows:
 - i) Deputy Mayor at 1.5 times the base councillor remuneration - \$62,040
 - ii) Councillor (11) - \$41,360
- e) requests staff provide this proposed allocation to the Remuneration Authority in the remuneration proposal for its approval.
- f) approves the unbudgeted expenditure of \$23,000 associated with the increased remuneration pool, to be funded using operational surpluses, with any remaining shortfall to be funded from the District Operations Reserve.

Purpose

- 1 The purpose of the report is to seek decisions on the allocation of the governance remuneration pool for the remuneration proposal, which includes the underlying remuneration rates of elected members, to enable submission to the Remuneration Authority for their consideration and determination for the 2025-2028 triennium.

Executive summary

- 2 The Local Government Act 2002 empowers the Remuneration Authority (the Authority), an independent statutory entity, with regulating and setting remuneration, allowances and expenses payable to select public officials, including elected members of Southland District Council.
- 3 As part of determining overall remuneration for the 2025/26 year, the Authority has set the Southland District Council governance remuneration pool (the pool) from the beginning of the triennium at \$517,000. The pool includes the remuneration for base councillor positions and the remuneration for councillors who hold positions of additional responsibility (e.g. deputy mayor). The Authority also sets the minimum allowable remuneration for a Councillor.

- 4 Council must now consider how the pool is to be distributed amongst its elected members – it must propose the allocation of the entirety of the pool. Once a decision is made, staff will submit the proposal to the Authority for its consideration and determination. Increases in remuneration for elected members with no additional responsibilities will be backdated to the day after the day of the announcement of the official election results by public notice, and for the councillors with additional responsibilities (including the deputy mayor), it will be backdated to the day after the day of their appointment.
- 5 The minimum allowable remuneration for a Councillor, the remuneration of the mayor, and the base remuneration of community board members and chairs have already been determined by the Authority.

Context

- 6 In their 2019/20 determination, the Authority introduced a new locally responsive approach to setting remuneration of elected members. This approach requires councils to come to a view on how their entire pool of funds for remuneration would be allocated, before proposing their decision to the Authority for consideration and determination.
- 7 The Authority is responsible for setting the pool for each council and has set the pool for the Southland District Council at \$517,000. This is an annualised figure which applies from 17 October 2025, the day after the election result was declared, through to 30 June 2026. After that the next determination to be made will apply. The size of the pool has increased by 2.91% from \$502,368 since the end of the 2022-2025 triennium, immediately before the election, to \$517,000 at the beginning of the 2025-2028 triennium. Council is required to allocate the entire pool. The Authority has set the minimum allowable remuneration of councillors at \$34,467.
- 8 Council must propose the allocation of the entirety of the pool according to its own priorities and circumstances. The pool does not apply to the mayor or to the base salaries of community board members and chairs, these are set by the Authority separately. Although Council can recognise additional responsibilities of community board members.
- 9 Roles that could be allocated additional remuneration are not just internal councillor roles such as deputy mayor, committee chair or portfolio holders, but also elected members representing Council on outside groups. The pool can also be used to cover additional remuneration paid to community board members who have been delegated significant additional levels of responsibility by Council. Hearing Fees, payments associated with the District Licensing Committee, and appointments of persons who are not elected members are excluded from the pool
- 10 If any elected member holds more than one position of additional responsibility, the titles of the positions must be combined, and the proposed additional remuneration must cover the combined positions.

Remuneration in the previous triennium

- 11 In the previous triennium (2022-2025) Council recognised the deputy mayor as a position of additional responsibility entitled to remuneration above the base councillor remuneration at a ratio of 1.3 times that of a Councillor with no additional responsibility. For the other councillors, it was recognised that there was an even distribution of responsibilities across the members and no additional remuneration was allocated for these roles above the base councillor remuneration.

Base councillor remuneration was set above the Authority's minimum allowable remuneration. Council also did not provide additional remuneration from the pool to members of community boards in relation to any significant additional levels of responsibility delegated by Council.

- 12 The following table shows the remuneration of councillors at the end of the 2022-2025 triennium.

Position	Annual Remuneration	Total for Position
Deputy Mayor	\$53,096	\$53,096
Councillor base remuneration (11)	\$40,843	\$449,273
Councillor minimum allowable remuneration (0)	\$32,800	\$0
Additional remuneration for community board members	\$0	\$0
Total (12)		\$502,369

Discussion

- 13 From 17 October 2025, all councillors are entitled to receive the minimum allowable remuneration rate set by the Authority of \$34,467. Councillors will remain at this rate of remuneration until the Authority makes an amending determination that confirms its acceptance of Council's allocation of the pool.
- 14 Elected members with no additional responsibilities will be backdated to the day after the day of the announcement of the official election results by public notice, and for the councillors with additional responsibilities (including the deputy mayor), it will be backdated to the day after the day of their appointment.
- 15 Council can elect to either set remuneration in specific dollar amounts or as a ratio of the size of the role relative to the base councillor remuneration. The options presented by staff in this report are set as ratios to the proposed base remuneration of councillors.

Additional responsibilities

- 16 The decisions on Council's governance structure and elected member appointments, including the deputy mayor (made on 29 October and 12 November 2025) form the basis for the positions that hold additional responsibility and the remuneration rates for councillor positions.
- 17 Bruce Robertson is expected to be appointed as an independent chairperson of the Finance and Assurance Committee. This role is remunerated separately from elected members and is not allocated from the pool.
- 18 Nine councillors have also been appointed to other roles representing Council, which includes one councillor appointed to each of the nine community boards.

- 19 Engagement with Mayor Scott has confirmed his preference that the deputy mayor's remuneration be adjusted to reflect experience from the previous triennium about the demands on this role. There is also a further increase in workload expected from the deputy mayor's role in this new triennium.

Recommended allocation

- 20 It is recommended that Council allocate the pool on the basis that the deputy mayor's remuneration is set at a ratio of 1.5 times the base remuneration of councillors. This ratio is in line with ratios set by other Councils across the country. Taking the number of positions into account, the table below shows this allocation.

Position	Remuneration	Total for position
Deputy Mayor (1)	\$62,040	\$62,040
Councillor base remuneration (11)	\$41,360	\$454,960
Additional remuneration for community board members	\$0	\$0
Total (12)		\$517,000

Options

- 21 The following reasonably practicable options have been identified and assessed in this report:
- Option 1 - set the deputy mayor's remuneration at a ratio of 1.5 times the base councillor remuneration and allocate the remainder of the pool to the base councillor remuneration.
- Option 2 - allocate the pool on a different basis or ratio.

Recommended option:

Staff recommend that Council proceed with option 1.

Option 1 – Set the deputy mayor's remuneration at a ratio of 1.5 times the base councillor remuneration and allocate the remainder of the pool to the base councillor remuneration

Advantages	Disadvantages
- provides larger remuneration to reflect the increased workload of the deputy mayor. - increased base councillor remuneration reflects responsibilities held by the councillors in the current governance structure.	allocation may not reflect the level of work of councillors under the current governance structure.

Option 2 – Allocate the pool on a different basis or ratio

Advantages	Disadvantages
councillors can propose a different allocation of the pool that they think is appropriate.	- may not be able to achieve an approach agreeable by all. - risk failing to meet the Remuneration Authority's 14 November 2026 (round 1) deadline.

Legal considerations

- 22 Council is required to adhere to rules set by the Authority to identify roles of additional responsibility, decide remuneration for elected members and fully allocate the pool.
- 23 Council must propose its remuneration pool allocation decision to the Authority by 14 November 2025 (round 1) or 30 January 2026 (round 2).
- 24 The Authority assesses the proposal and, if satisfied, formalises the remuneration structure as part of an amending determination, meeting its statutory obligation to set the remuneration for elected members under the Local Government Act 2002.
- 25 Under s 6(1) of the Local Authorities (Members Interests) Act 1968, elected members cannot participate in the discussion of any matter in which they have, directly or indirectly, any pecuniary interest.
- 26 However, the guidance of the Auditor-General's outlines that there is an exception to this non-participation rule when elected members are not making the final decision, such as when they are only making a recommendation to an independent body like the Remuneration Authority.
- 27 The Remuneration Authority determines the pool and approves all proposed allocations, councillors are not determining their own remuneration and so there is no pecuniary conflict of interest.

Strategic alignment

Strategic direction

- 28 The governance remuneration pool allocation decision will enable Council to fulfill its role to guide and support strategic direction as set out in Council's long-term plan.

Policy and plan consistency

- 29 In addition to setting remuneration, the Authority also sets the rules for payment of allowances and reimbursement of reasonable costs incurred by elected members in undertaking their duties. These allowances and reimbursements are provided at the discretion of individual councils within the limits set by the Authority and are separately addressed under Council's Elected Members' Remuneration and Reimbursements Policy.

Financial considerations

- 30 The amount of the pool is approximately \$23,000 more than the amount budgeted in the 2025/26 annual plan for elected member remuneration.

- 31 Therefore, a recommendation of this report is also to acknowledge and approve that unbudgeted expenditure to be funded using any operational surpluses from Council and councillor budgets, with any remaining shortfall to be funded from the District Operations Reserve, which had a balance of \$4.6 million on 30 June 2025.

Significance assessment

- 32 Staff have assessed this as being administrative under Council's Significance and Engagement Policy because it is an internal procedural decision.

Community views

- 33 Staff have not sought specific community or iwi views as the required level of Council spending on remuneration of elected members is mandated by the Authority and it is an internal procedural decision.

Climate change considerations

- 34 There are no climate change considerations relevant to this matter or decision.

Risk and mitigations

- 35 There are no significant risks in relation to this matter or decision.

Next steps

- 36 If Council adopts option 1, staff will provide Council's proposal to the Authority for its consideration and assessment by 14 November 2026.
- 37 The Authority will draft and gazette its amending determination in November/December 2025.
- 38 Staff will then advise Council and payroll so that the appropriate backdated payments can be made.
- 39 If Council decides to proceed with option 2, the alternate proposal decided by Council will be submitted to the Authority.

Attachments

There are no attachments for this report.

Adoption schedule of meetings

Record no: R/25/11/53343
Author: Fiona Dunlop, Committee advisor
Approved by: Vibhuti Chopra, Group manager strategy and partnerships
Report type: Decision

Staff recommendations

That the Council:

- a) agrees that Council meetings will be held in the District on a regular basis.
- b) agrees to hold a meeting at Takutai o Te Tītī Marae, Colac Bay within the next six months.
- c) adopts the schedule of Council and Finance and Assurance Committee meetings for the remainder of 2025 and for the 2026 year:

Date	Meeting	Time	Venue
Wednesday 26 November 2025	Council	10am	Te Anau Club, Pop Andrew Drive, Te Anau.
Wednesday 10 December 2025	Finance and Assurance Committee	10am	Council Chamber, Level 2, 20 Don Street, Invercargill
Wednesday 10 December 2025	Council	10am	TBC
Wednesday 28 January 2026	Council	10am	TBC
Wednesday 11 February 2026 (Note – Waimumu Fieldays 10 – 12 February 2026)	Council (To consider the DAP financials and supporting information (if no consultation))	10am	TBC
Wednesday 18 February 2026	Workshop	10am	TBC
Wednesday 25 February 2026	Finance and Assurance Committee (to receive the DAP consultation document, financials and supporting information if consultation required)	10am	TBC
Wednesday 25 February 2026	Council (to consider and adopt DAP consultation document, financials and supporting information if consultation required)	10am	TBC
Wednesday 4 March 2026	Council	10am	TBC

Date	Meeting	Time	Venue
Wednesday 26 November 2025	Council	10am	Te Anau Club, Pop Andrew Drive, Te Anau.
Wednesday 18 March 2026	Council	10am	TBC
Wednesday 25 March 2026	Workshop	10am	TBC
Wednesday 8 April 2026	Council	10am	TBC
Wednesday 22 April 2026	Council	10am	TBC
Wednesday 29 April 2026	Council meeting for Annual Plan oral hearings	10am	TBC
Thursday 30 April 2026	Workshop	10am	TBC
Wednesday 13 May 2026	Council meeting for Annual Plan deliberations	10am	TBC
Wednesday 27 May 2026	Workshop Draft Annual plan for review	10am	TBC
Wednesday 10 June 2026	Finance and Assurance Committee DAP for recommendation to Council for approval	10am	TBC
Wednesday 10 June 2026	Council	10am	TBC
Wednesday 17 June 2026	Finance and Assurance Committee	10am	TBC
Wednesday 24 June 2026	Council Annual Plan approval	10am	TBC
Wednesday 1 July 2026	Workshop	10am	TBC
Wednesday 5 August 2026	Council	10am	TBC
Wednesday 12 August 2026	Finance and Assurance Committee	10am	TBC
Wednesday 26 August 2026	Workshop	10am	TBC
Wednesday 2 September 2026	Council	10am	TBC
Wednesday 9 September 2026	Finance and Assurance Committee	10am	TBC
Wednesday 23 September 2026	Workshop	10am	TBC
Wednesday 7 October 2026	Council	10am	TBC
Wednesday 14 October 2026	Finance and Assurance Committee	10am	TBC
Wednesday 21 October 2026	Council	10am	TBC
Wednesday 28 October 2026	Workshop	10am	TBC

Date	Meeting	Time	Venue
Wednesday 26 November 2025	Council	10am	Te Anau Club, Pop Andrew Drive, Te Anau.
Wednesday 11 November 2026	Council	10am	TBC
Wednesday 25 November 2026	Council	10am	TBC
Wednesday 2 December 2026	Workshop	10am	TBC
Wednesday 9 December 2026	Finance and Assurance Committee	10am	TBC
Wednesday 16 December 2026	Council	10am	TBC

Purpose

- 1 The purpose of this report is for Council to adopt a meeting schedule for the remainder of 2025 and for the 2026 year.

Context

- 2 An approved schedule of meeting dates is required so that meetings can be publicly notified in accordance with the Local Government Official Information and Meetings Act 1987 (LGOIMA).
- 3 This report presents a schedule of meeting dates for Council and for the Finance and Assurance Committee from the 26 November 2025 to 16 December 2026.
- 4 The schedule is consistent with the previous triennium, Council meetings will generally be held every second week on a Wednesday, and the Finance and Assurance Committee meet once per quarter on a Wednesday.
- 5 Any changes to the meeting schedule, including changes to the venue and additional meetings, will be notified to the public and the members in accordance with the requirements of the Local Government Information and Meetings Act 1987.
- 6 The meeting venues for the meetings in 2026 are to be determined. It is likely that some of the meetings will be held in the District and confirmed once the locations are decided.

Attachments

- A Meeting schedule as a calendar [↗](#)

November 2025						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26 Council meeting	27	28	29	30
December 2025						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10 Finance and Assurance Committee Council meeting	11	12	13	14
15	16	17	18	19	20	21
22	23	24 Christmas Eve	25 Christmas Day	26 Boxing Day	27	28
29	30	31 New Year's Eve				

January 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1 New Year's Day	2 Day after New Year's Day	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28 Council meeting	29	30	31	
February 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
2	3	4	5	6 Waitangi Day	7	8
9	10 (Note – Waimumu Fielddays)	11 Council meeting (Note – Waimumu Fielddays)	12 (Note – Waimumu Fielddays)	13	14	15
16	17	18 Workshop	19	20	21	22
23	24	25 Finance and Assurance Committee meeting Council meeting	26	27	28	

March 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
2	3	4 Council meeting	5	6	7	8
9	10	11	12	13	14	15
16	17	18 Council meeting	19	20	21	22
23	24	25 Workshop	26	27	28	29
30	31					
April 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1	2	3 Good Friday	4 Easter Saturday	5
6 Easter Monday	7 Southland Anniversary	8 Council meeting	9	10	11	12
13	14	15	16	17	18	19
20	21	22 Council meeting	23	24	25 ANZAC Day	26
27 ANZAC Day observation	28	29 Council meeting	30 Workshop			

May 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13 Council meeting	14	15	16	17
18	19	20	21	22	23	24
25	26	27 Workshop	28	29	30	31
June 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 Kings birthday	2	3	4	5	6	7
8	9	10 Finance and Assurance Committee Council meeting	11	12	13	14
15	16	17 Finance and Assurance Committee	18	19	20	21
22	23	24 Council meeting	25	26	27	28
29	30					

July 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 Workshop	2	3	4	5
6	7	8	9	10 Matariki	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
August 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
					1	2
3	4	5 Council meeting	6	7	8	9
10	11	12 Finance and Assurance Committee meeting	13	14	15	16
17	18	19	20	21	22	23
24	25	26 Workshop	27	28	29	30
31						

September 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2 Council meeting	3	4	5	6 Father's Day
7	8	9 Finance and Assurance Committee meeting	10	11	12	13
14	15	16	17	18	19	20
21	22	23 Council meeting	24	25	26	27
28	29	30				
October 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1	2	3	4
5	6	7 Council meeting	8	9	10	11
12	13	14 Finance and Assurance Committee meeting	15	16	17	18
19	20	21 Council meeting	22	23	24	25
26 Labour Day	27	28 Workshop	29	30	31	

November 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
2	3	4	5	6	7	8
9	10	11 Council meeting	12	13	14	15
16	17	18	19	20	21	22
23	24	25 Council meeting	26	27	28	29
30						
December 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2 Workshop	3	4	5	6
7	8	9 Finance and Assurance Committee meeting	10	11	12	13
14	15	16 Council meeting	17	18	19	20
21	22	23	24 Christmas Eve	25 Christmas Day	26 Boxing Day	27
28	29	30	31 New Year's Eve			

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.

9.1 Milford Sound tourism Ltd: Shareholding matters

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
Milford Sound tourism Ltd: Shareholding matters	s7(2)(g) - maintain legal professional privilege. s7(2)(h) - the withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. 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.