



AGENDA

Ordinary Council Meeting Wednesday, 6 July 2022

Date: Wednesday, 6 July 2022

Time: 10.30 am

**Location: Ngā Hau e Whā, William Fraser Building,
1 Dunorling Street, Alexandra**

(Due to COVID-19 restrictions and limitations of the physical space, public access will be available through a live stream of the meeting.)

The link to the live stream will be available on the Central Otago District Council's website.)

**Sanchia Jacobs
Chief Executive Officer**

Notice is hereby given that a Council Meeting will be held in Ngā Hau e Whā, William Fraser Building, 1 Dunorling Street, Alexandra and live streamed via Microsoft Teams on Wednesday, 6 July 2022 at 10.30 am. The link to the live stream will be available on the Central Otago District Council's website.

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Members His Worship the Mayor T Cadogan (Chairperson), Cr N Gillespie, Cr T Alley, Cr S Calvert, Cr L Claridge, Cr I Cooney, Cr S Duncan, Cr S Jeffery, Cr C Laws, Cr N McKinlay, Cr M McPherson, Cr T Paterson

In Attendance S Jacobs (Chief Executive Officer), L Macdonald (Executive Manager - Corporate Services), J Muir (Executive Manager - Infrastructure Services), L van der Voort (Executive Manager - Planning and Environment), S Righarts (Chief Advisor), M De Cort (Communications Coordinator), W McEnteer (Governance Manager)

1 APOLOGIES

2 PUBLIC FORUM

3 CONFIRMATION OF MINUTES

Ordinary Council Meeting - 1 June 2022

**MINUTES OF A COUNCIL MEETING OF THE CENTRAL OTAGO DISTRICT COUNCIL
HELD AT NGĀ HAU E WHĀ, WILLIAM FRASER BUILDING, 1 DUNORLING STREET,
ALEXANDRA AND LIVE STREAMED VIA MICROSOFT TEAMS
ON WEDNESDAY, 1 JUNE 2022 COMMENCING AT 10.30 AM**

PRESENT: His Worship the Mayor T Cadogan (Chairperson), Cr T Alley, Cr S Calvert (via Microsoft Teams), Cr L Claridge, Cr I Cooney, Cr S Duncan, Cr S Jeffery, Cr C Laws, Cr N McKinlay, Cr M McPherson, Cr T Paterson

IN ATTENDANCE: S Jacobs (Chief Executive Officer), L Macdonald (Executive Manager - Corporate Services), J Muir (Executive Manager - Infrastructure Services and Water Services Lead), L van der Voort (Executive Manager - Planning and Environment), S Righarts (Chief Advisor), Q Penniall (Infrastructure Manager), A Rodgers (Principal Policy Planner), L Webster (Regulatory Services Manager), A McDowall (Finance Manager), R Williams (Community Development Advisor), M Alley (Manager/Group Controller - Emergency Management Otago), J Harris (Governance Support Officer) and W McEnteer (Governance Manager)

1 APOLOGIES

APOLOGY

RESOLUTION

Moved: Cadogan
Seconded: Alley

That the apology received from Cr Gillespie be accepted.

-----**CARRIED**

2 PUBLIC FORUM

Rebekah de Jong – Central Otago Districts Arts Trust

Ms de Jong spoke in support of the grant application for the Central Otago District Arts Trust.

David Ritchie and Maggie Hope - Central Otago Heritage Trust

Mr Ritchie and Ms Hope spoke in support of the grant application for the Central Otago Heritage Trust before responding to questions.

3 CONFIRMATION OF MINUTES

RESOLUTION

Moved: Duncan
Seconded: Paterson

That the public minutes of the Ordinary Council Meeting held on 27 April 2022 be confirmed as a true and correct record.

-----**CARRIED**

4 DECLARATION OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. Cr Jeffery declared an interest in item 22.4.11. He did not take part in the discussion or vote on the item. Cr McPherson declared an interest in the Alexandra and Districts Pipe Band portion of item 22.4.2. He did not take part in the discussion or vote on that portion of the item.

5 REPORTS

Note: Cr Jeffery assumed the Chair as the Community Facilities and Economic Development portfolio lead.

Note: Cr McPherson declared an interest in the Alexandra and Districts Pipe Band portion of item 22.4.2. He did not take part in the discussion or vote on that portion of the item.

22.4.2 COMMUNITY GRANTS APPLICATIONS

To consider the March 2022 district wide community grant applications.

RESOLUTION

Moved: Cooney
Seconded: Duncan

That the Council

- A. Receives the report and accepts the level of significance.

CARRIED

RESOLUTION

Moved: Duncan
Seconded: Alley

- B. Allocates \$2,500 to the Alexandra and Districts Pipe Band Inc towards hall hire, from the 2021/22 grants budget.

CARRIED

RESOLUTION

Moved: McPherson
Seconded: Claridge

- C. Agrees to fund a one-off adjustment to the Central Otago District Arts Trust and the Central Otago Heritage Trust of \$13,334 each (\$26,668 in total), to ensure existing levels of funding to both organisations until 1 November 2022.
- D. That the one-off adjustment to the Central Otago District Arts Trust and the Central Otago Heritage Trust is paid for by committing the remaining \$16,395 from the 2021/22 district wide grants budget to this purpose and \$10,273 to be paid for from the 2022/23 district wide grants budget.
- E. Allocates \$40,000 to the Central Otago Heritage Trust for programme coordination in the 2022/23 financial year.
- F. Allocates \$40,000 to the Central Otago District Arts Trust for operational costs in the 2022/23 financial year.

CARRIED

Note: Cr Cooney assumed the Chair as the Planning and Regulatory portfolio deputy lead.

Note: Cr McKinlay left the meeting at 11:00 am and returned at 11:04 am.

22.4.3 EARTHQUAKE PRONE BUILDINGS

To consider the approval of the thoroughfares identified regarding priority buildings that are potentially earthquake prone and to accept there are no strategic routes.

After discussion it was agreed that staff should be in contact directly with owners of effected buildings.

RESOLUTION

Moved: Jeffery
Seconded: Cadogan

That the Council

- A. Receives the report and accepts the level of significance.

CARRIED

RESOLUTION

Moved: Alley
Seconded: Cadogan

- B. Approves the thoroughfares identified to have priority buildings that are potentially earthquake prone and directs staff to contact individual owners.
- C. Accepts there are no strategic routes within Central Otago District.

CARRIED

22.4.4 PLAN CHANGE 19 - RESIDENTIAL CHAPTER REVIEW AND RE-ZONING

To consider the public notification of proposed Plan Change 19 in accordance with Clause 5 of the first Schedule to the Resource Management Act 1991 and to consider the release of the Medium Density Residential guidelines for public consultation.

A number of typographical errors were noted. Staff would fix those errors before releasing the document for consultation.

RESOLUTION

Moved: McPherson
Seconded: Duncan

That the Council

- A. Receives the report and accepts the level of significance.

CARRIED

RESOLUTION

Moved: McPherson
Seconded: Alley

- B. Directs that Plan Change 19 be notified in accordance with Clause 5 of the first Schedule to the Resource Management Act 1991.
- C. Approves the release of the draft Medium Density Residential Guidelines for public consultation.

CARRIED

22.4.5 TEVIOT VALLEY SPATIAL PLAN - APPROVAL OF PROJECT PLAN

To seek approval to undertake an integrated planning approach to the future planning of Roxburgh, Roxburgh Hydro Village, Ettrick, Millers Flat and the surrounding areas, including the development of a Teviot Valley Spatial Plan.

RESOLUTION

Moved: Jeffery
Seconded: Duncan

That the Council

- A. Receives the report and accepts the level of significance.
- B. Agrees to the development of the Teviot Valley Spatial Plan for the Teviot Valley.

CARRIED

Note: His Worship the Mayor resumed the Chair.

Note: With the permission of the meeting, items 22.4.8, 22.4.10 and items 22.4.13-22.4.19 were moved forward.

Note: Cr Cooney left the meeting at 11.41 am and returned at 11.42 am.

Note: Cr Alley left the meeting at 11.41 am and returned at 11.42 am.

22.4.8 FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2022

To consider the financial performance for the period ending 31 March 2022.

RESOLUTION

Moved: Cadogan
Seconded: Duncan

That the report be received.

CARRIED

22.4.13 UPDATED 2022 MEETING SCHEDULE

To approve an updated schedule of meetings for 2022.

RESOLUTION

Moved: Alley
Seconded: Paterson

That the Council

- A. Receives the report and accepts the level of significance.
- B. Adopts the updated 2022 meeting schedule.

CARRIED

6 MAYOR'S REPORT**22.4.14 MAYOR'S REPORT**

His Worship the Mayor spoke to his report before responding to questions.

RESOLUTION

Moved: Cadogan
Seconded: Duncan

That the Council receives the report.

CARRIED

7 STATUS REPORTS**22.4.15 JUNE 2022 GOVERNANCE REPORT**

To report on items of general interest, receive minutes and updates from key organisations, consider Council's forward work programme, business plan and status report updates.

RESOLUTION

Moved: Cadogan
Seconded: Alley

That the Council receives the report.

CARRIED

8 COMMUNITY BOARD MINUTES**22.4.16 MINUTES OF THE VINCENT COMMUNITY BOARD MEETING HELD ON 3 MAY 2022**
-----**RESOLUTION****Moved:** Cadogan**Seconded:** Alley

That the unconfirmed Minutes of the Vincent Community Board Meeting held on 3 May 2022 be noted.

CARRIED
-----**22.4.17 MINUTES OF THE TEVIOT VALLEY COMMUNITY BOARD MEETING HELD ON 5 MAY 2022**
-----**RESOLUTION****Moved:** Cadogan**Seconded:** Alley

That the unconfirmed Minutes of the Teviot Valley Community Board Meeting held on 5 May 2022 be noted.

CARRIED
-----**22.4.18 MINUTES OF THE CROMWELL COMMUNITY BOARD MEETING HELD ON 9 MAY 2022**
-----**RESOLUTION****Moved:** Cadogan**Seconded:** Alley

That the unconfirmed Minutes of the Cromwell Community Board Meeting held on 9 May 2022 be noted.

CARRIED
-----**22.4.19 MINUTES OF THE MANIOTOTO COMMUNITY BOARD MEETING HELD ON 12 MAY 2022**
-----**RESOLUTION****Moved:** Cadogan**Seconded:** Alley

That the unconfirmed Minutes of the Maniototo Community Board Meeting held on 12 May 2022 be noted.

CARRIED

Note: Cr Duncan assumed the Chair as the Roding portfolio lead.

22.4.10 WAKA KOTAHI PROPOSED CLOSURE OF MUTTONTOWN ROAD/STATE HIGHWAY 8 INTERSECTION

To consider Waka Kotahi's proposed closure of Mutton Town Road / State Highway 8 intersection.

RESOLUTION

Moved: Jeffery
Seconded: Paterson

That the Council

- A. Receives the report and accepts the level of significance.

CARRIED

RESOLUTION

Moved: McPherson
Seconded: Laws

- B. Approves to submit to Waka Kotahi supporting the proposal to close Mutton Town Road, but request a 'left turn in' option be investigated.

CARRIED

Note: His Worship the Mayor resumed the Chair.

22.4.6 RIPPONVALE WATER SUPPLY SCHEME DELIBERATIONS

To deliberate and decide on the payment options for the affected members of the Ripponvale Water Upgrade Scheme.

RESOLUTION

Moved: Cooney
Seconded: Laws

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes the consultation results and based on this that the members of the Ripponvale Water Upgrade Scheme (Appendix 4 of the report) be offered two payment options.
- C. Resolves to offer the 73 (or thereabouts) existing Ripponvale community ratepayers (former members of the Ripponvale water scheme – Appendix 4 of the report) an option to opt into a one-off payment for the scheme for the Ripponvale water scheme upgrade by way of a one-off capital contribution of \$4,726 including GST. This will be payable either by a single instalment due August 2022, or over four quarterly instalments during the 2022-23 rating year (August 2022, November 2022, February 2023, and May 2023); and
- D. Resolves to set a ten-year targeted rate to the existing 73 (or thereabouts) Ripponvale ratepayers (former members of the Ripponvale water scheme – Appendix 4 of the report). This rate will be a fixed rate of \$602.57 including GST for each of the ten-years. The targeted ten-year rate is the default position of all existing Ripponvale community that do not elect to accept the opportunity to pay the \$4,726 during the 2022-23 rating year (as outlined in option C above).
-

CARRIED

22.4.7 ADOPTION OF THE 2022/23 ANNUAL PLAN AND THE 2022-23 RATES RESOLUTION

To adopt the 2022-23 Annual Plan, and two capital funding plans, along with the 2022-23 fees and charges schedule. Also to resolve the setting of the rates, due dates and penalties for rates during the 2022-23 financial year.

Some typographical errors were noted. Staff would amend those errors before releasing the finalised document.

RESOLUTION

Moved: Cadogan
Seconded: Alley

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Acknowledges the submissions and deliberations process from the Ripponvale Water Supply Upgrade consultation process.
 - C. Adopts the Ripponvale Water Upgrade Scheme Capital Funding Plan, in accordance with Section 117B(3) of Local Government (Rating) Act 2002, as detailed in Appendix 1 of the report.
 - D. Resolves, as part of the Ripponvale Water Upgrade Scheme Capital Funding Plan, to offer the members of the Ripponvale Water Upgrade Scheme (Appendix 7 of the report) the opportunity to opt into a one-off capital contribution of \$4,726 (including GST), payable either in one instalment due August 2022, or over four equal instalments, due August 2022, November 2022, February 2023 and May 2023; and
 - E. Resolves, as part of the Ripponvale Water Upgrade Scheme Capital Funding Plan, to set a ten-year targeted rate for the members of the Ripponvale Water Upgrade Scheme (Appendix 7), that do not accept the Council offer of a one-off capital contribution, as detailed in D above. This targeted rate will be a fixed annual charge of \$602.57 per year, per rateable property, for a ten-year period. The targeted ten-year rate is the default position of all existing Ripponvale community that do not elect to accept the opportunity to pay the \$4,726 during the 2022-23 rating year (as outlined in option D above).
 - F. Adopts the Clyde Wastewater Reticulation Scheme – Capital Funding Plan, in accordance with Section 117B(3) of Local Government (Rating) Act 2002, as detailed in Appendix 2 of the report.
 - G. Adopts the 2022-23 Annual Plan in accordance with Section 95 of the Local Government Act 2002, as detailed in Appendix 3 of the report.
 - H. Sets the 2022-23 Fees and Charges as detailed in Appendix 4 of the report.
 - I. Adopts the Liability Management Policy, as detailed in Appendix 5 of the report, and included in the Annual Plan.
 - J. Requests the Chief Executive Officer to prepare the final 2022-23 Annual Plan for publication.
 - K. Requests the Chief Executive Officer to formally advise the submitters of Council's decisions, addressing the individual items raised by submitters in their written submissions.
-

It is Recommended, for the setting of rates, that the Council:

- L. Acknowledges that the rates, the subject of this report, relate to the financial year 1 July 2022 to 30 June 2023, and are all GST inclusive.
- M. Sets the rates for 2022-23, for the year commencing 1 July 2022, as detailed in Appendix 6 – Rating Policy, as included in the Annual Plan 2022-23 in accordance with section 23 of the Local Government (Rating) Act 2002.
- N. Resolves that the rates for 2022-23 (other than for metered water) be payable in four equal instalments on the dates as detailed below:
- 22 August 2022
 - 21 November 2022
 - 21 February 2023
 - 22 May 2023
- O. Resolves to add penalties to unpaid rates (other than for metered water):
- 10% on any outstanding amount of any instalment not paid by the due date.
 - The penalty will be applied on 29 August 2022, 28 November 2022, 28 February 2023 and 29 May 2023 respectively for each instalment;
 - 10% on amounts outstanding from earlier years, such penalty being applied on 1 October and 1 April.
 - Requests for waiver of penalties should be sent, in writing, to the Rates Officer as per Council Remission of Penalties Policy.
- P. Sets the due dates for metered water billing as follows:
- Bannockburn, Ranfurly, Naseby, Patearoa, Omakau, Clyde and Roxburgh:
- 20 October 2022, reading taken in September 2022
 - 20 April 2023, reading taken in March 2023
- Cromwell and Pisa Moorings:
- 22 December 2022, reading taken in November 2022
 - 22 June 2023, reading taken in May 2023
- Alexandra:
- 24 November 2022, reading taken in October 2022
 - 25 May 2023, reading taken in April 2023
- Q. Resolves set penalties for 2022-23 under sections 57 and 58 of the Local Government (Rating) Act 2002 on unpaid metered water rates as follows:
- A charge of 10% on any metered water rates unpaid after the due date. The penalty will be applied on the date below for the respective instalments:
Bannockburn, Ranfurly, Naseby, Patearoa, Omakau, Clyde and Roxburgh
 - 27 October 2022 and 27 April 2023
Cromwell and Pisa Moorings
 - 20 January 2023 and 29 June 2023
Alexandra
 - 1 December 2022 and 1 June 2023
 - Requests for waiver of penalties on water accounts should be sent, in writing, to the Water Billing Officer, in accordance with the Council's Remission of Penalties Policy.

CARRIED

Note: Cr McPherson left the meeting at 12:33 pm.

Note: The meeting adjourned at 12:33 pm and resumed at 1.06 pm.

22.4.9 RECOMMENDATION TO ADOPT THE OTAGO CIVIL DEFENCE EMERGENCY MANAGEMENT AGREEMENT

To seek approval of the partnership arrangement between Otago Regional Council and the five territorial authorities of Otago for the delivery of Civil Defence and Emergency Management responsibilities.

RESOLUTION

Moved: Duncan
Seconded: Paterson

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes that the proposed agreement has been endorsed by the Otago Civil Defence and Emergency Management Coordinating Executive Group.
- C. Endorses the proposed Otago Civil Defence and Emergency Management Partnership Agreement
- D. Agrees that the Mayor should sign the document on behalf of the Central Otago District Council.

CARRIED

Note: Cr Duncan assumed the Chair Roading portfolio lead.

Note: Cr Jeffery declared an interest in item 22.4.11. He did not take part in the discussion or vote on the item.

Note: Cr McKinlay left the meeting at 1.12 pm and returned at 1.13 pm.

22.4.11 2021-24 NLTP ROADING IMPROVEMENTS PROGRAMME

To consider approving an unsubsidised roading improvement programme from Long Term Plan projects Waka Kotahi did not approve as part of the subsidised programme.

After discussion it was decided that at this stage only the Cornish Point Road work should go ahead but that the decision could be revisited in June 2023.

RESOLUTION

Moved: McKinlay
Seconded: Paterson

That the Council

- A. Receives the report and accepts the level of significance.

CARRIED

RESOLUTION

Moved: Cadogan
Seconded: Paterson

- B. Approves the following unsubsidised improvement projects identified for the 2021-24 period:
-

-
- \$400,000 for the Cornish Point Road seal extension

C. Reconsider the remaining parts of the unsubsidised improvements programme for 2023/24 in June 2023.

CARRIED

22.4.12 2021-24 BRIDGE STRATEGY PROPOSAL

To consider the extent of bridge work required, and prioritisation of available funding for the 2022-24 period. To consider the development of a bridge strategy to support the funding application for the 2024 National Land Transport Fund, and the 2024 Long Term Plan.

RESOLUTION

Moved: McKinlay

Seconded: Jeffery

That the Council

- Receives the report and accepts the level of significance.
- Notes that extent of high priority bridge work required, and replacements of existing bridges which are either closed, or at risk of closure will significantly exceed the budget available in the 2021-24 period.
- Agrees to the appointment of a dedicated project manager to manage all bridge investigation, customer liaison, physical works, work programme development, and strategy delivery.
- Approves funding the project management costs from the existing bridge structural renewals budget.
- Directs staff to investigate and report back at the July 2022 meeting on options and costs for a temporary Bailey bridge to be installed at the location Mānīatoto Road/Taeiri River (Bridge 145), including opportunities for cost share with the adjacent affected landowner.
- Directs staff to report back to Council with a prioritised list of renewal work to be undertaken in 2022/23 from remaining budgets on 9 November 2022.
- Approves the engagement of specialist bridge engineering expertise to complete the remaining inspections, and prepare work methodologies for renewals, options for bridge replacements, and supporting cost estimates, to be completed by February 2023.
- Approves funding the specialist bridge engineer from the remaining bridge inspection budget and then from the bridge structural renewals budget.
- Approves the engagement of Fulton Hogan (as the incumbent roading physical works contractor) to provide early contractor involvement in the development of work methodologies and cost estimates with the specialist bridge engineer.
- Directs staff to consider a range of options for replacement of bridges, including replacement with lower cost structures which provide different levels of service.
- Directs staff to consider a range of options for funding future bridge capital work, with associated rating implications.
- Agrees that no further bridge replacement be undertaken until a prioritised list of work, with implications of deferral for each structure is available for Council consideration in February 2023.

CARRIED

Note: His Worship the Mayor resumed the Chair.

9 DATE OF NEXT MEETING

The date of the next scheduled meeting is 6 July 2022.

10 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION

Moved: Cadogan
Seconded: Jeffery

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 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 for the passing of this resolution
22.4.20 - Water and Wastewater Operations and Maintenance contract	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.21 - Award of Solid Waste Services Contract	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.22 - June 2022 Confidential Governance Report	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.23 - Confidential Minutes of the Vincent Community Board Meeting held on 3 May 2022	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for

	(including commercial and industrial negotiations)	withholding would exist under section 6 or section 7
22.4.24 - Confidential Minutes of the Cromwell Community Board Meeting held on 9 May 2022	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.25 - Confidential Minutes of the Maniototo Community Board Meeting held on 12 May 2022	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7

CARRIED

The public were excluded at 2.07 pm and the meeting closed at 2.51 pm.

4 DECLARATION OF INTEREST

22.5.1 DECLARATIONS OF INTEREST REGISTER

Doc ID: 585781

1. Purpose

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

2. Attachments

Appendix 1 - Council Declarations of Interest [↓](#)

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Tamah Alley	Manuherikia Irrigation Co-operative (shareholder) Cromwell Youth Trust (Trustee) Oamaru Landing Service (OLS) (family connection) Cliff Care Ltd (family connection)	Manuherikia Irrigation Co-operative Society Ltd (shareholder) Emergency Management Otago Group Controller (employee)	
Tim Cadogan	Business South Central Otago Advisory Group (member) Alexandra Squash Club (member)	Two Paddocks (employee)	Airport Reference Group Maniototo Curling International Inc Eden Hore Steering Group Tourism Central Otago Advisory Board Ministerial Working Group on Responsible Camping Ministerial Working Group on representation, governance and accountability of new water entities (member)
Shirley Calvert	Central Otago Health Services Ltd (Employee) Cromwell Rotary (member) Cromwell and District Community Trust Old Cromwell Town (subscription member)		Central Otago Wilding Conifer Group
Lynley Claridge	Affinity Funerals (Director) Central Otago Chamber of Commerce (Advisory Panel)	Affinity Funerals (Shareholder)	Alexandra Council for Social Services
Ian Cooney	Castlewood Nursing Home (Employee)		Omakau Recreation Reserve Committee Promote Alexandra

Stuart Duncan	<p>Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (shareholder)</p> <p>Penvose Investments - Dairy Farm at Patearoa (shareholder)</p> <p>Fire and Emergency New Zealand (member)</p> <p>JD Pat Ltd (Shareholder and Director)</p>	<p>Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (shareholder)</p> <p>Penvose Investments - Dairy Farm at Patearoa (shareholder)</p>	<p>Otago Regional Transport Committee</p> <p>Patearoa Recreation Reserve Committee</p> <p>Design and Location of the Sun for the Interplanetary Cycle Trail Working Group</p>
Neil Gillespie	<p>Contact Energy (Specialist - Community Relations and Environment)</p> <p>Clyde & Districts Emergency Rescue Trust (Secretary and Trustee)</p> <p>Cromwell Volunteer Fire Brigade (Chief Fire Officer)</p> <p>Cromwell Bowling Club (patron)</p> <p>Otago Local Advisory Committee - Fire Emergency New Zealand</p> <p>Returned Services Association (Member)</p>		<p>Lowburn Hall Committee</p> <p>Tarras Community Plan Group</p> <p>Tarras Hall Committee</p>
Stephen Jeffery	<p>G & S Smith family Trust (Trustee)</p> <p>K & EM Bennett's family Trust (Trustee)</p> <p>Roxburgh Gorge Trail Charitable Trust (Chair)</p> <p>Roxburgh and District Medical Services Trust (Trustee)</p> <p>Central Otago Clutha Trails Ltd (Director)</p> <p>Teviot Prospects (Trustee)</p>		

	Teviot Valley Community Development Scheme Governance Group Central Otago Queenstown Network Trust		
Cheryl Laws	The Message (Director) Wishart Family Trust (Trustee) Wooing Tree (Assistant Manager - Cellar Door) Daffodil Day Cromwell Coordinator	Otago Regional Council (Deputy Chair) The Message (Director)	Cromwell Resource Centre Cromwell Historical Precinct
Nigel McKinlay	Transition To Work Trust (Board member) Gate 22 Vineyard Ltd (Director) Everyday Gourmet (Director) Central Otago Wine Association (member) Long Gully Irrigation Scheme (member)		
Martin McPherson	Alexandra Blossom Festival	CODC (employee) CODC (employee) (Daughter)	
Tracy Paterson	Matakanui Station (Director and shareholder) Matakanui Development Co (Director and shareholder) A and T Paterson Family Trust (trustee) A Paterson Family Trust (trustee) Central Otago Health Inc (Chair) Bob Turnbull Trust (Trustee / Chair) John McGlashan Board of Trustees (member)	Matakanui Station (director and shareholder) Matakanui Development Co (director and shareholder) A Paterson Family Trust (trustee) A and T Paterson Family Trust (trustee) Federated Farmers (on the executive team) Omakau Irrigation Co (director)	Central Otago Health Inc Manuherikia River Group

	New Zealand Wool Classers Association (board member) Central Otago A&P Association (member)	Matakanui Combined Rugby Football Club (President) Manuherikia Catchment Group (member) Omakau Domain Board Omakau Hub Committee (Chair)	
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5 REPORTS

22.5.2 PROVISION OF A TEMPORARY BRIDGE STRUCTURE

Doc ID: 585292

1. Purpose of Report

To consider the installation of a temporary Bailey bridge at Maniototo Road/Taieri River (Bridge 145) until a permanent structure can be considered as part of the 2024-34 Long Term Plan.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves installation of a temporary bridge structure at the location Maniototo Road/Taieri River (Bridge 145) funded from the existing bridge maintenance funding budget on condition that the adjoining landowner funds half the cost of hire (monthly rental) for a 3 year period.
- C. Directs staff to formalise the cost share arrangement with the adjoining landowner for the rental of the temporary bridge structure.

2. Background

Council has had 187 structural inspections undertaken on bridge structures in the past 15 months. The first round of inspections of 17 structures was undertaken in January 2021 following extensive flooding in the Mānīatoto area.

The Maniototo Road/Taieri River bridge (Bridge 145) is a single-lane, four-span bridge with a timber deck and timber beams. There is a large longitudinal crack in the beam, beams have rotated and warped, and the transverse beams have bowed. Multiple deck planks have failed and fractured, with moderate decay in others. There are large cracks in the abutment piles and beam hold-down bolts have typically corroded. All piles have cracks ranging from mild to severe and bracing has failed or detached. There is also severe decay in the kerbs.

Figure 1 shows the common bridge structure components described above.

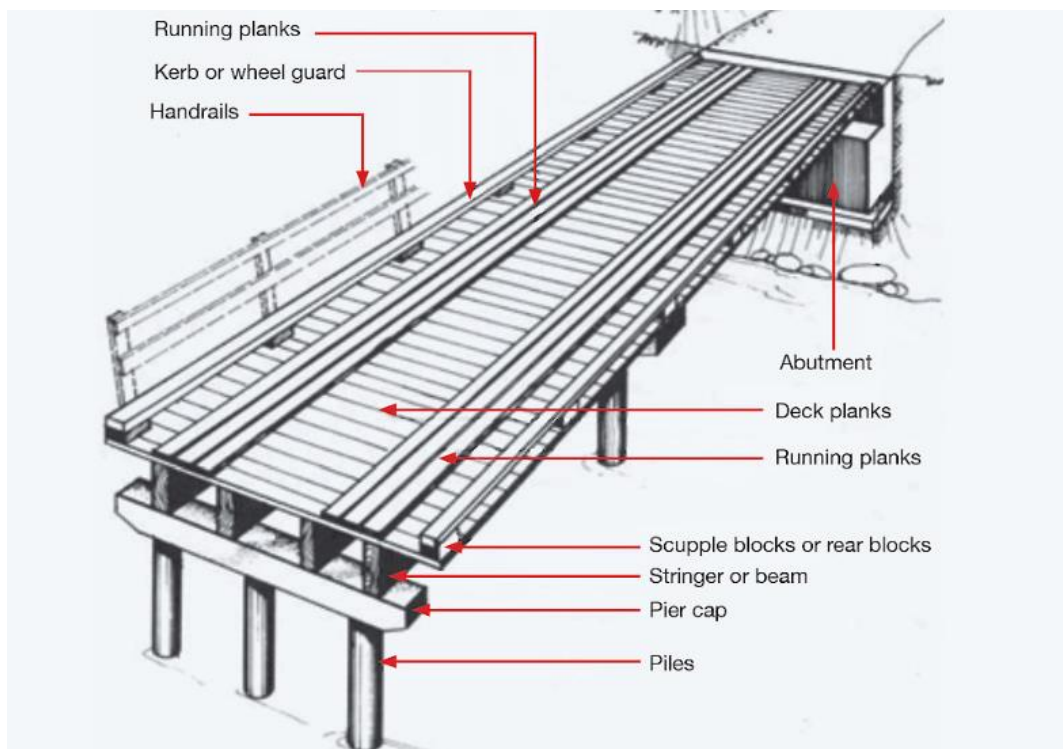


Figure 1: Common bridge components

Following inspection from a bridging engineer the bridge was deemed unsafe for continued use and was closed in January 2021. The added journey length of the alternative route is approximately 16km.

A report presented at the 1 June 2022 Council meeting directed staff to investigate and report back at the July 2022 meeting on options and costs for a temporary Bailey bridge to be installed at the location, Maniototo Road/Taieri River (Bridge 145), including opportunities for a cost share with the adjacent affected landowner. The report with all recommendations adopted by Council can be found in Appendix 1: 2021-24 Bridge Strategy Proposal.

3. Discussion

A Bailey bridge is a modular form bridge system that is versatile and relatively quick to erect and dismantle. It provides single-lane vehicle access for temporary or semi-permanent use. The basic component of a Bailey bridge is a three-metre long truss panel. This can be configured to provide variable span lengths and cater for a range of loads.

Developed by the British during the Second World War, Bailey bridges remain a cost-effective system, being versatile and relatively quick and easy to build and dismantle.

Bailey bridges have been used around the world for the past 70 years for uses such as:

- replacing collapsed bridges
- restoring access to roads washed out in storms
- providing cost-effective temporary structures for roading projects
- providing minor stream crossings for movie locations and other non-emergency situations

Figure 2 shows an example of an installed Bailey bridge.



Figure 2: Bailey bridge example

Installation of the temporary Bailey bridge would allow the route to be re-opened in the short term, this will provide time and better distribute available funding across the bridge network allowing the assessment of all Central Otago District Council's bridges and the development of a strategy for renewal work to be undertaken in 2022/23 along with the Waka Kotahi funding application in 2024.

Waka Kotahi currently has the structure components available to be shipped to the location within two weeks. Taking into account site preparation works and engineering it's reasonable to expect the bridge to be completed around 8 weeks from ordering.

4. Financial Considerations

Multiple options for the hire of a Bailey bridge have been explored. It has been determined that Bailey bridge hire service offered by Waka Kotahi is the most suitable option in terms of cost and level of service provided.

All hirers are required to pay for Bailey bridge transport, construction and dismantling, monthly hire and inspections. The service is run on a not-for-profit basis, with hire charges used to pay for the components' storage and maintenance.

The total one-off cost for bridge establishment and disestablishment is approximately \$200,000. This includes geotechnical investigation and design, preparation of launch pad, abutments, approaches, transportation to location, erection of the bridge, installation of running planks and dismantling costs.

The on-going hire of the temporary Bailey bridge is \$4,400 per month (\$52,800 per annum). The adjoining landowner has agreed to a 50% cost share for the period of 3 years for the on-going monthly hire of the temporary Bailey bridge.

The total cost to Council for the 3-year period is \$279,200 with \$79,200 being met by the adjoining landowner. The total cost of hire for 3 years is \$358,400.

The one off establishment, disestablishment and on-going hire of the temporary Bailey bridge can be accommodated within existing bridging budgets until a permanent structure and can be considered as part of the 2024-34 Long Term Plan.

5. Options

Option 1 – (Recommended)

Defer permanent replacement of Maniototo Road/ Taieri River (Bridge 145), through installation of a temporary Bailey bridge until a permanent structure can be considered as part of the 2024 Long Term Plan.

Advantages:

- A temporary bridge will be installed to enable the Maniototo Road/ Taieri River (Bridge 145) route to be re-opened.
- Funding of the 2021-24 Bridge Strategy can progress within bridging budgets.
- Remaining bridging budget is available to enable high priority work to be undertaken in the 2022-23 period, resulting in less bridges being restricted in the short term.
- An adjoining landowner is willing to contribute 50% of the hire costs (monthly rental) of the temporary Bailey bridge for a period of 3 years.

Disadvantages:

- Lease costs of approximately \$2,200/month (\$26,400 per annum) for the Bailey Bridge will need to be funded from existing bridge maintenance funding (Work Category 114).
- One-off costs of \$200,000 will be required for the geotechnical design, preparation of launch pad, abutments, approaches, transportation, erection, running planks and disestablishment of the temporary Bailey bridge.
- A precedent may be set for provision of temporary bridges on low volume roads.

Option 2

Do not provide a temporary Bailey bridge at the Maniototo Road/ Taieri River (Bridge 145).

Advantages:

- Funding could be allocated to other bridging work.

Disadvantages:

- Maniototo Road/ Taieri River (Bridge 145) will remain closed until at least 2025.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by enabling temporary access to land until consideration of the entire bridge network can be considered as part of Council's 2024-34 Long Term Plan.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The expenditure proposed is consistent with the 2021 Long Term Plan and allows for the 2021 – 24 Bridging Strategy to progress.

Considerations as to sustainability, the environment and climate change impacts	The provision of a temporary bridge will result in lower fuel use for users of the bridge.
Risks Analysis	There is risk of raising expectations for users at other locations, and of setting a precedent.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.

7. Next Steps

- Formalise cost share arrangement with adjoining landowner. (July)
- Engage a geotechnical engineer to confirm to foundation suitability. (July)
- Arrange hire and installation of the temporary Bailey bridge (August – September)
- Open route to the public. (September)

8. Attachments

Appendix 1 - 2021-24 BRIDGE STRATEGY PROPOSAL [↓](#)

Report author:

Reviewed and authorised by:



Quinton Penniall
Infrastructure Manager
23/06/2022



Sanchia Jacobs
Chief Executive Officer
29/06/2022



1 June 2022

22.4.12 2021-24 BRIDGE STRATEGY PROPOSAL

Doc ID: 581501

1. Purpose of Report

To consider the extent of bridge work required, and prioritisation of available funding for the 2022-24 period. To consider the development of a bridge strategy to support the funding application for the 2024 National Land Transport Fund, and the 2024 Long Term Plan.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes that extent of high priority bridge work required, and replacements of existing bridges which are either closed, or at risk of closure will significantly exceed the budget available in the 2021-24 period.
- C. Agrees to the appointment of a dedicated project manager to manage all bridge investigation, customer liaison, physical works, work programme development, and strategy delivery.
- D. Approves funding the project management costs from the existing bridge structural renewals budget.
- E. Directs staff to investigate and report back at the July 2022 meeting on options and costs for a temporary Bailey bridge to be installed at the location Mānīatoto Road/Taeiri River (Bridge 145), including opportunities for cost share with the adjacent affected landowner.
- F. Directs staff to report back to Council with a prioritised list of renewal work to be undertaken in 2022/23 from remaining budgets on 9 November 2022.
- G. Approves the engagement of specialist bridge engineering expertise to complete the remaining inspections, and prepare work methodologies for renewals, options for bridge replacements, and supporting cost estimates, to be completed by February 2023.
- H. Approves funding the specialist bridge engineer from the remaining bridge inspection budget and then from the bridge structural renewals budget.
- I. Approves the engagement of Fulton Hogan (as the incumbent roading physical works contractor) to provide early contractor involvement in the development of work methodologies and cost estimates with the specialist bridge engineer.
- J. Directs staff to consider a range of options for replacement of bridges, including replacement with lower cost structures which provide different levels of service.
- K. Directs staff to consider a range of options for funding future bridge capital work, with associated rating implications.
- L. Agrees that no further bridge replacement be undertaken until a prioritised list of work, with implications of deferral for each structure is available for Council consideration in February 2023.

2. Executive Summary

Council has had 187 structural inspections undertaken on bridge structures in the past 15 months. The first round of inspections of 17 structures was undertaken in January 2021

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following extensive flooding in the Mānīatoto area. A second round of inspections of 32 structures was undertaken in June 2021, and a third round of 136 structures in November 2021.

These inspections have resulted in four bridges being closed:

- Scott Lane/Kyebrun River (Bridge 121)
- Mānīatoto Road/ Taieri River (Bridge 145) (sections of bridge missing following floods)
- Adjacent to McCunn Road (Bridge 171)
- Craigroy Road (Bridge 2)

Two bridges have been restricted to light vehicles, with another requiring a weight restriction assessment to be undertaken. These are:

- Linnburn Runs Road (Bridge 160) was initially closed but has subsequently being re-opened to light traffic only.
- Nevis Road Bridge/Stewarts Creek (Bridge 1) has been restricted to light vehicles, and will require repairs in the near future, or closure.
- Danseys Pass Road/Kyebrun River (Bridge 117) requires a weight restriction assessment to be undertaken.

Eight bridges have been identified as needing replacement, or will require closure in the next few years. These bridges currently remain open, but are typically restricted to light vehicles, will need to be monitored, and may require closing in the foreseeable future.

- Linnburn Runs Road (Bridge 160)
- Brown Road East (Bridge 90)
- Patearoa Road box culvert
- Becks School Road (Bridge 91)
- St Bathans Downs Road/Manuherekia River (Bridge 92)
- Auripo Road (Bridge 96)
- Hills Creek Road (Bridge 105)
- Channel Road/Enterprise Creek (Bridge 111)

High priority repairs are required on 17 bridges. Further design work will be required to enable most of this work to be able to be priced, however for some of these bridges this cost will be significant. For example, initial estimates ranging between \$900,000 to \$1.8million have been provided replacing the deck on the Little Valley/Manuherekia River Bridge (191).

- Nevis Road Bridge/Stewarts Creek (Bridge 1)
- Bannockburn Road/Kawarau River (Bridge 7)
- Cairnmuir Road/Bannockburn (Bridge 9)
- Earnsclough Road/Fraser River (Bridge 35)
- McNally Road/Poolburn (Bridge 63) (completed)
- Danseys Pass Road (Bridge 114) Culvert
- Danseys Pass Road/German Creek (Bridge 116)
- Oughter Street/Hogburn (Bridge 109)
- Patearoa Road/Taieri River (Bridge 140) Green Bridge
- Ranfurly Patearoa Road/ Taieri River (Bridge 143)
- Patearoa Road/Sowburn (Bridge 148) Patearoa Township
- McSkimming Road/Sowburn (Bridge 151) Patearoa Township.
- Puketoi Runs Road/Linnburn (Bridge 161)
- Timaburn Bridge (Bridge 182)
- Craig Road/Coal Creek (Bridge 188).
- Knobby Range Rd/Cave Creek (Bridge 189)

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- Little Valley Bridge/Manuherekia River (Bridge 191)

Council has the following budgets available for bridge work in the 2021-24 period:

Activity	Budget Type	Per Annum	Total for 3 years	Spent to date 2021/22
Inspections	Operating	\$65,000	\$195,000	\$117,000
Maintenance	Operating	\$150,000	\$450,000	\$120,000
Component Renewals and Bridge Replacements	Capital	\$484,000	\$1,450,000	\$96,000

The objective of the first three rounds of inspections was to undertake "Principle Inspections" which involves a close examination of each bridge component. In some cases only general inspections were able to be achieved on foot or using a ladder.

Special access is required to complete the inspections of 37 bridges and two footbridges as parts of these could not safely be closely inspected on foot. These require rope, boat, cage access, or drones in some cases. A number of these bridges are on important routes, and in some cases have high priority repairs that were identified as part of the initial inspections. It is possible that further high priority work will be identified when these are able to be viewed close-up.

A complete list of high priority repairs or replacements cannot be prepared until the special access inspections are complete. Structural engineers will also need to be engaged to provide detail and specifications for the repairs. Replacement options need to be considered for each of the bridges which have significant deterioration in them. Estimates will need to be prepared for all of the work required.

Once a robust understanding of the extent of work, and estimated cost is available, then consideration of funding options can occur. Various scenarios of different work programs, and different funding options is likely to be required. For example, an alternative approach if Waka Kotahi were to only approve funding for part of the programme needs to be considered.

A complete and detailed programme of work with cost estimates needs to be available by February 2023. Elected members will need to consider the programme and funding options prior to submitting the Waka Kotahi funding application for the 2024-2027 period. This will also be required for the 2024 Long Term Plan budget.

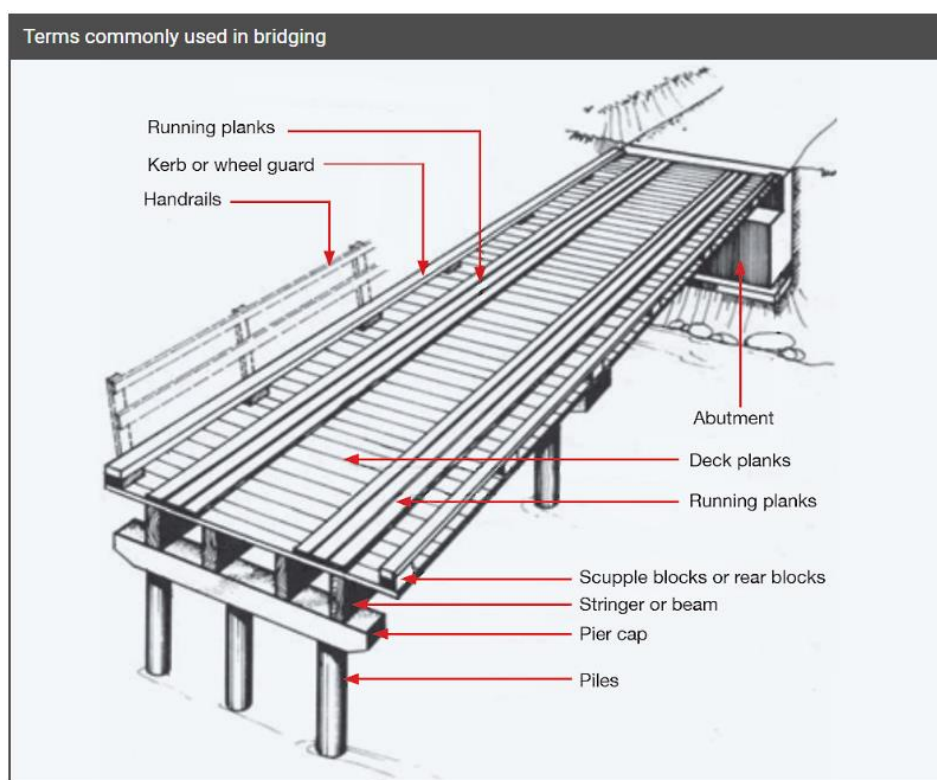
3. Background

Council has 176 bridges, and five footbridges. Large culverts with a waterway area of at least 3.5m² are also classed as bridges.

The location of bridges across the district is:

- Cromwell 18
- Earnscleugh/Alexandra 16
- Manuherekia 57
- Mānīatoto 58
- Roxburgh 30

Central Otago bridges are grouped based on the characteristics of the structural components. The following two diagrams show the typical terms used in this report.



A single span bridge sits on abutments at either end but has no piers or piles. A multiple span bridge is supported between the abutments by piers and piles. Multiple span bridges are typically longer than single span bridges.

Each of the components can be made of different materials, which influences the life of the structure.

Standard lives for different bridge groups were assigned to Central Otago bridges in 2017 based on the actual lives of the existing bridges, their condition, and expected remaining life. This was an approximation, and actual lives will vary between individual bridges based on many other factors, such as waterway characteristics, underlying geology, floods, use, and preventative maintenance regimes.

Assigning a life to the whole structure is simplistic and does not reflect the way in which bridges are typically managed. Many of the structural components will have a different life, and some components may be replaced multiple times over the expected life of the bridge.

Some large bridges may not be replaced in their entirety at one time, but components will be replaced at different times. A more accurate way to manage the lives of these structures would be to assign a life to each component. This is more complex, and council's management systems do not currently support this approach.

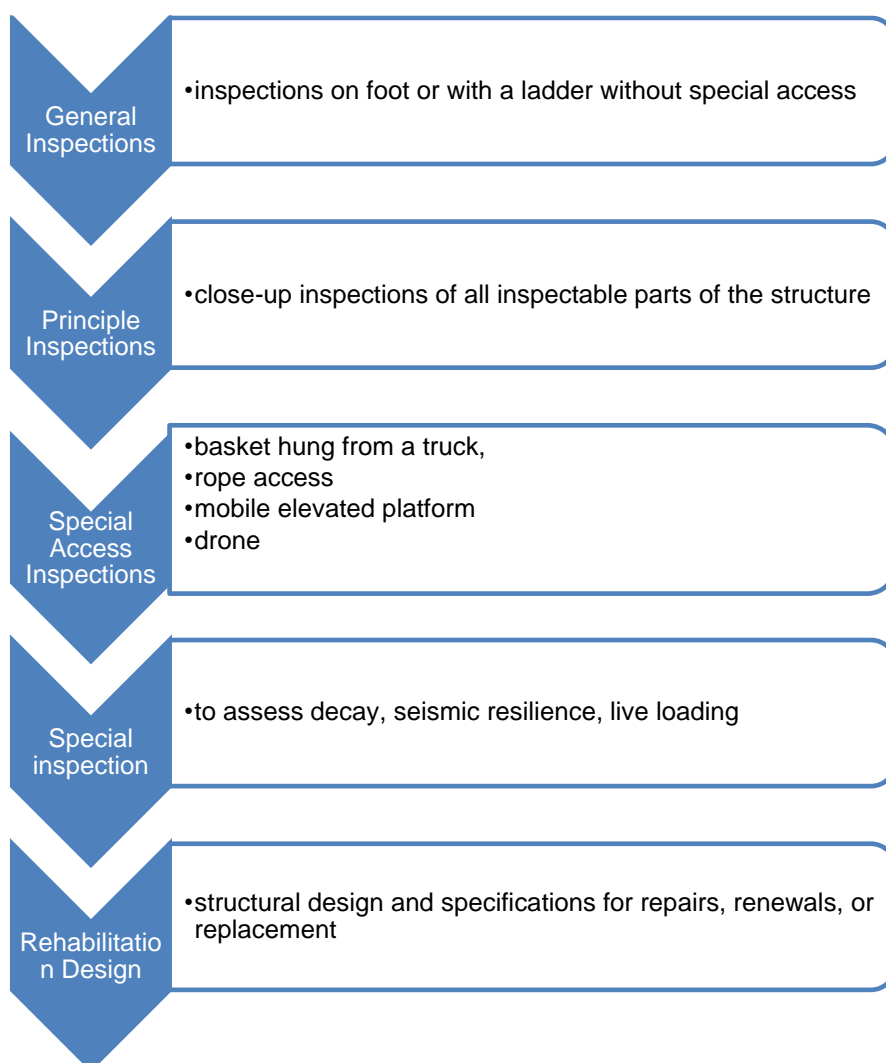
When programming replacement work on one component the condition and remaining life in the other components also needs to be considered to ensure that work is undertaken in the most efficient and cost-effective way, rather than what is just immediately required. For example, if the deck is being replaced, then the structure below the deck needs to be reviewed for remaining life as it would be inefficient to replace the deck and then come back a few years later and remove the deck again to replace the beams. This is known as programme optimisation.

Structural Inspections

A total of 187 structural inspections have been undertaken in the past 15 months. These inspections identify where there are issues with 67 bridges or culverts. There are 109 bridges which require no work, or only minor maintenance.

The objective of the inspections has been to provide a principal inspection (as defined on the diagram below). In some cases, only a general inspection was able to be achieved, as parts of the bridge were not able to be inspected at close quarters without the use of specialist equipment. In these cases, additional special access inspections are then required.

Where there are concerns of decay in timber structures, then further special inspections may need to be undertaken. Timber typically rots from the inside out, so visual inspections alone are not able to assess the extent of the issue. In these inspections the timber is drilled to identify if the timber is rotting from the inside out. There may also be special inspections required where bridges are loaded and deflection measurements taken to understand the ability to carry heavier loads than the design loading, or on-site assessment of seismic resilience.



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The following is an overview of the structural inspections undertaken to date and the findings of these.

- Round 1 – 17 bridges were inspected in late January 2021, following the January flood event in the Mānātoto and Manuherekia catchments. The report for these inspections was provided in April 2021. This identified that three bridges should be closed, one assessed for weight restrictions, and high priority repairs are required on a further 7 bridges. Special access inspections were identified as being required on 8 of the 17 bridges to fully understand condition and remedial requirements. Two of the special access inspections have been undertaken on Halls Ford Bridge on Mānātoto Road, and Bridge 160 on the Linnburn Runs Road.

The cost for the round 1 inspections and two special access inspections was \$52,000.

- Round 2 – 32 structures, (22 bridges and 10 culverts) were inspected in June 2021 and the report regarding these provided to Council in August 2021. This identified that another bridge should be closed, one weight restricted, and high priority repairs are required on five bridges. Further special access inspections are required on eight of the 32 bridges inspected to fully understand condition and remedial requirements.
- Round 3 – 136 structures (95 bridges and 41 culverts) were inspected in November 2021 and the report regarding these provided to Council in January 2022. This identified that a further bridge should be closed, and high priority repairs are required on another eight bridges. Further special access inspections are required on 26 of the 136 bridges.
- The Millers Flat and Jedburgh Street Bridges were inspected separately in October 2021, with the report provided in November 2021. These inspections identified that in addition to minor maintenance, the Millers Flat Bridge requires repairs to damage that has occurred to the concrete deck, and the rubber needs to be replaced in abutment expansion joints. Dive inspections are also required on the piers of the Millers Flat Bridge.
- Scaffolding was required to be installed on the underside of the Jedburgh Street Bridge to enable access for inspections. As part of this work, ten survey points were installed on the abutments to measure movement. Deterioration of the holding down bolts on the Roxburgh side of the bridge is beginning to appear, similar to that which previously occurred on the Roxburgh East side of the bridge. This needs to be monitored regularly, and if the condition deteriorates further then work similar to that undertaken on the Roxburgh East side will be required. The cost of the work on the Roxburgh East abutment was approximately \$700,000.

The cost of the round 2, 3 and Millers Flat and Jedburgh Street bridge inspections was \$116,000. The total costs to date of inspections referenced in this report is \$168,000.

Council has a budget of approximately \$65,000 per annum for structural engineers to undertake inspections, funded from the network management budget.

Recommendations to Close, or Reduce Level of Service through Weight Restrictions

The following recommendations to close or implement weight restrictions to address immediate concerns identified during the inspections.

Nevis Road Bridge/Stewarts Creek (Bridge 1) – install posting limit of light vehicles only, requiring heavy vehicles to use an adjacent ford. This bridge has a significant crack in one of the concrete abutments. This is likely due to scour induced settlement and rotation. This requires strengthening and scour protection to return to full service. There is no alternative route, however there are many fords on this road.

Craigroy Road (Bridge 2) – Remove from service. The riveted I beams are in poor condition. Defects include cracks in primary structural members, loose stiffener connections, bent flanges, and missing rivets and bolts. This bridge is located on an unmaintained road in the Nevis Valley which turns off the Nevis Road prior to the Nevis crossing. Following discussions with the affected landowner, this bridge has been locked with gates on both ends. The landowner has access to the bridge for stock and is using the adjacent ford for vehicle access. There is no practical alternative route for this bridge.

Scott Lane/Kyeburn River (Bridge 121) - This is a single lane, 11 span timber deck, beams and timber piles. Extensive timber structural component deterioration has occurred over over time, with significant flood damage occurring in January 2021. Repair is not economic due to the overall condition of structure, and a replacement strategy required. The bridge is not currently useable due to missing spans and has been closed. The added journey length of the alternative route is approximately 14km.

Mānīatoto Road/ Taieri River (Bridge 145) - This is a single lane, four span bridge with timber deck and timber beams. There is a large longitudinal crack in beam, beams rotated and warped, transverse beams bowed. Multiple deck planks have failed and fractured, moderate decay in others. There are large cracks in abutment piles., and beam hold down bolts have typically corroded. All piles have cracks ranging in mild to severe. Bracing has failed or detached. There is severe decay in the kerbs. The bridge was deemed unsafe for use and closed in January 2021. The added journey length of the alternative route is approximately 16km.

Adjacent to McCunn Road (Bridge 171) - This was a single lane single span, timber deck on five steel I beams. This bridge was located on an unmaintained road, which provided access to State Highway 8 prior to this being realigned. This property has alternative access available off McCunn Road, and following discussions with the affected landowner the bridge has been removed. The added journey length of the alternative route is approximately 100m.

Danseys Pass Road/Kyeburn River (Bridge 117) – This is a single lane four span reinforced concrete deck and beams. Repair of spalled concrete is required; Structural monitoring of settlement is required. Further assessment is required to determine if heavy vehicle restrictions should be imposed.

Bridges Requiring Replacement.

Eight bridges have been identified as having multiple components deteriorated to the point where replacement needs to be undertaken. These bridges currently remain open but will need to be monitored and may require closing in the foreseeable future. The detour lengths below are an approximation only, and further work will be needed to more accurately define these.

Brown Road East (Bridge 90) – Temporary speed restrictions and posting limit are required while options are considered within the next 12 months. The recommendation is to review the whole of life cost effectiveness of repair versus replacement. A hole larger than 200mm in diameter has formed to the end of one of the beams at the abutment, and this is compromising the beam seating on the abutment. There are large checks and splits in the timber beams throughout the structure, especially to the outer beams.

Patearoa Road box culvert – severe deterioration to the base of the culvert resulting in exposed reinforcing through the base. Multiple large cracks and hollow sounding concrete at the top of the culvert wall under the top slab. A replacement culvert is required. Assessment is required to determine if heavy vehicle restrictions should be imposed.

Becks School Road (Bridge 91) - Wooden stave culverts, three barrels. Repair is not economic due to overall condition of structure, and replacement strategy required. A ford structure may be an option at this location. Assessment is required to determine if the structure should be closed to heavy vehicles. The added journey length of the alternative route is approximately 6.4km.

St Bathans Downs Road/Manuharekia River (Bridge 92) - Four span concrete tee beams, concrete deck, on concrete piers and piles. Bridge deteriorating due to pile subsidence. Repair is not economic due to overall condition of structure, and replacement strategy required. Currently restricted to light vehicles. The added journey length of the alternative route is approximately 20km

Auripo Road (Bridge 96) - Single span timber bridge on masonry and concrete abutments. There is a ford adjacent to this bridge. This bridge is used to access parts of the rail trail, and for land access. A ford structure may be an option at this location.

Hills Creek (Bridge 105) - Two span single lane timber deck and two timber beams, and two steel beams. New steel piles 2000, new deck 2004. Deterioration and decay in timber beams, severe deterioration of abutments. Pitting and corrosion present on piles, seating for bridge beams is inadequate, scouring of abutments and pier. Repair is not economic due to the extent of the structural components that are in poor condition and a replacement strategy required. A ford structure may be an option at this location. Currently restricted to light vehicles, with suspected high levels of non-compliance. The added journey length of the alternative route is approximately 18km.

Channel Road/Enterprise Creek (Bridge 111) - Single lane, single span timber deck, beams and abutments. A pile under one of the abutments is on a significant lean and may have fractured below ground level. There is a large split to the front face of the pile and decay at the ground. The pile has around 60% of its cross section remaining, some of which is quite soft. The piles require replacing but this may not be economically prudent. Review the whole of life cost effectiveness of repair versus replacement. The added journey length of the alternative route is approximately 14km.

Linnburn Runs Road/ Taieri River (Bridge 160) - This is a single lane, four span timber bridge on steel piles. This bridge is showing significant signs of deterioration and decay in structural components and has only been accessible to light vehicles for a number of years. The bridge has been closed following structural inspections in April 2021. The added journey length of the alternative route is approximately 19km. This bridge was closed following inspection in January 2021. A subsequent special access inspection by boat has enabled the bridge to be temporarily re-opened to light vehicles. Repairs are required to enable this to remain open in the short term.

High Priority Defects Requiring Remedial Work

High priority defects that require remedial work were also identified during the inspections. These are listed below.

Nevis Road Bridge/Stewarts Creek (Bridge 1) – This bridge has a significant crack in one of the concrete abutments. This is likely due to scour induced settlement and rotation. This requires strengthening and scour protection to return to full service and protect the bridge from further damage.

Bannockburn Road/Kawarau River (Bridge 7) – Connection bolts have failed in damping device connection between superstructure and abutment. Install new bolts in damper device connection to abutment.

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Cairnmuir Road/Bannockburn (Bridge 9) - Two lane twin barrel armco culvert. Inward bulge in arch requires investigation of root-cause, and strengthening to remediate.

Earnsclough Road/Fraser River (Bridge 35) - Two lane three span steel beam with composite deck. Bridge connections require new washers to be installed.

McNally Road/Poolburn (Bridge 63) - Single lane precast concrete U deck beams (ex Ministry of Works and Development, Roxburgh) seated on reinforced concrete abutments. Large scour hole behind one of the abutments and wingwalls will cause significant damage if not addressed. Void requires filling with rock, and rock protection required to prevent additional scour. (This work has been completed).

Danseys Pass Road (Bridge 114) Culvert - Railway iron arch ribs supported on masonry footings with shotcrete infills. Shotcrete lined and timber infills replaced in 1999. This construction has a relatively short life, and this structure will require annual inspections to monitor deterioration. The structure is currently showing some signs of deterioration. This has a heritage listing.

Danseys Pass Road/German Creek (Bridge 116) - Single lane, single span reinforced concrete deck on steel beams. Large crack in wingwall on abutment requires repair.

Oughter Street/Hogburn (Bridge 109) - Single lane single span timber deck, steel I beams, concrete abutments. Significant corrosion and section loss to steel beams and holding down bolts at supports. Soil removal is required to further assess corrosion. Repair of steel beams, and painting of steelwork likely to be required.

Patearoa Road/Taieri River (Bridge 140) - Green Bridge, heritage listed. Single lane, single span timber deck on steel arch and masonry abutments. New reinforced concrete and masonry abutments constructed in 1995 and 2004. Minor to severe corrosion and buckling of cross bracing. Boards that decking is nailed to are soft and decaying. Decking needs replaced.

Ranfurly Patearoa Road/ Taieri River (Bridge 143) - Numerous areas of concrete spalling require repair. Abutment bearing pads require replacement. Abrasion of concrete with exposed aggregate typical to all piers. Concrete railing posts significantly damaged, with reinforcing exposed and need to be replaced.

Patearoa Road/Sowburn (Bridge 148) - Patearoa township. Single lane, two span concrete deck on steel beams. Action required to address scour and exposed reinforcement at the bridge piers.

Mcskimming Road/Sowburn (Bridge 151) - Patearoa township. Single lane, single span timber deck on steel beams. Large cracks in concrete abutment wingwalls require remedial work, deck planks require replacing, barriers require replacing where damaged or split. Weight restriction sign is missing on one approach and requires replacing.

Puketoi Runs Road/Linnburn (Bridge 161) - Twin barrel concrete pipe culvert. The outlet apron has washed away, and scour is occurring under the wingwalls, resulting in these not being supported from the ground and cantilevering from the headwall. Tension cracks are forming in the wingwalls at the outlet. The apron requires replacing and cracks in the wingwalls need repaired to reduce further damage to the bridge.

Timaburn Bridge (Bridge 182) - One lane single span concrete arch culvert. Headwall has tilted away from the culvert, and there is hollow sounding concrete along the base of the headwall and culvert sides and walls. Barriers are required to be placed to prevent vehicles driving within 2m of the headwall until investigation options for remedial work or replacement of the headwall is completed.

Craig Road/Coal Creek (Bridge 188) - Large diagonal crack extending full height through one abutment and wingwall. Steel beam flush to bridge deck providing appearance of wider deck surface poses a significant hazard. Abutment and wingwall require strengthening, scour protection required, obsolete steel beam requires removal.

Knobby Range Rd/Cave Creek (Bridge 189) - One lane single span reinforced concrete bridge on skewed alignment. High abutment walls, no alternative access, ford not an option. Wingwalls have rotated significantly and require installation of monitoring device to monitor rotation and movement.

Little Valley Bridge/Manuhereki River (Bridge 191) - Single lane timber deck on combination of steel and timber beams designed for a railway. Deterioration and decay is occurring in multiple structural members. This bridge is unlikely to meet seismic design requirements for critical lifeline structures. The timber railings that the decking is screwed into are decaying and soft, resulting in loose planks. The timber deck requires replacing, and cost estimates that have been received for this are between \$900,000 and \$1.9 million for the decking only. Significant component replacement may not be economically prudent. Review the whole of life cost effectiveness of repair versus replacement. Assessment is required to determine if heavy vehicle restrictions should be imposed.

Special Access Inspections

As part of the initial inspections, there were 37 bridges and two footbridges that were identified as requiring special access to undertake a full assessment, as parts of the bridge could not safely be inspected from the ground. These require rope, boat, cage access, or drones in some cases. The cost of these inspections is typically high and varies depending on the amount of specialist equipment required. Further information regarding typical cost for these inspections will be tabled in the meeting.

An understanding of total work requirements on the bridge network cannot be made until all of the inspections are completed. Some of the bridges on the special access inspection list are significant bridges that provide critical access. If high priority work is required on these then this would need to be prioritised over the work already identified on some of the bridges that have completed inspections.

Structures requiring special access inspections are listed in Appendix 1.

4. Discussion

Like many other councils, Central Otago has an aging bridge network, and many bridges will require replacement or significant work to be undertaken on them over the next 10 years. Some of the bridges may not meet Waka Kotahi requirements for receiving subsidy. The level of investment required to replace all of the bridges with similar structures may create affordability issues for the community.

Climate change is causing increased severity and frequency of flooding, and the increased likelihood of an earthquake on the Alpine Fault also creates resilience issues which require consideration in the renewal and replacement of bridges.

The number and weight of trucks on the bridges is also increasing, as a result of regulatory changes and improvements in land productivity. There are risks of non-compliance of weight restrictions that are placed on bridges, which could result in faster deterioration, or require closure of the bridge.

A large number of the bridges are on low volume roads where alternative routes exist and the economic viability of their replacement with similar structures needs to be considered.

Council is required to submit the work programme, and funding application for the next 3 year (2024-2027) National Land Transport period in July 2023. This will need to provide evidence that Council has considered the above issues to support the funding application.

It is proposed that a Bridge Strategy be developed to consider the issues outlined in this report, and to support an application to Waka Kotahi for increased investment in the Central Otago Bridge network for 2024-2027. This will also provide context for consultation on bridge options and funding in the 2024 Long Term Plan. A draft outline of the tasks required to develop the strategy is shown in Appendix 4. This work will be required to be completed by March 2023 to meet the 2023 submission timeline.

In the interim Council has \$1.35 million of remaining capital funding available for the 2021-24 period.

5. Financial Considerations

Roading activities are funded 49% by ratepayers and receive a 51% subsidy from Waka Kotahi. Waka Kotahi funding is allocated for a three year period, with funding applications due for the next three year period in mid-2023, for funding provided from 1 July 2024. The timeline for submission of funding applications for the 2024 National Land Transport Fund is attached in Appendix 3. Council officers have met with Waka Kotahi who have confirmed that there is no opportunity to apply for additional funding for bridge replacement between 2021 and 2024.

Waka Kotahi funding for physical work on bridges is provided in four different funding categories. These are:

1. Work Category 114 Structures Maintenance – this provides for the routine work necessary to maintain the function, structural integrity and appearance of road bridges, retaining structures, guardrails, and cattlestops.

Waka Kotahi have allocated funding of \$150,000 per annum to Central Otago District for the 2021-24 period for structures maintenance. This funding can be redirected to inspections, but not capital work.

2. Work Category 215 Structures Component Replacement – this provides for the renewal of components of bridges, retaining structures, guardrails, cattlestops. Qualifying work includes replacement of bridge decks, handrails, guardrail components, deteriorated structural members, and damaged components. It excludes the complete replacement of a structure. Waka Kotahi have allocated funding to Central Otago District of \$217,000 per annum, or \$650,000 in total for the 2021-24 period. Funding in this work category can be re-allocated to work category 216 if required. There has been \$95,000 of this funding committed in 2021/22 on essential work.
3. Work Category 216 Bridge and Structures Renewals - this provides for the like-for-like replacement of bridges and structures which, because of their condition, are at the end of their serviceable life.

Like-for-like is defined as a modern replacement built to current design standards, generally to class 1 loading. The work must be the long-term, least-cost option, calculated in terms of present value end-of-life analysis. Council must provide the

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evaluations to Waka Kotahi. The Waka Kotahi decision process for replacement of bridges is attached in Appendix 2.

Council has funding of \$267,000 per annum, or \$800,000 in total for the 2021-24 period. Funding in this work category can be re-allocated to work category 215 if required.

4. Work Category 322 – this provides for the upgrade or replacement of existing bridges and other road structures. This work category would be used for replacing significant bridges, such as Scotts Lane, the Omakau bridge, and the Little Valley bridge in Alexandra. A level of service improvement is typically undertaken at the time of replacing these. Bridges funded through this work category have a higher level of economic analysis undertaken. Council currently has no funding for work of this nature. Only existing bridges which are at their end of their serviceable life are being replaced, and these are funded under work category 216.

6. Options

Option 1 – (Recommended)

Defer permanent replacement of Mānīatoto Road/ Taieri River (Bridge 145), and investigate options and costs for installation of a temporary bailey bridge until a permanent structure and can be considered as part of the 2024 Long Term Plan.

Prioritise existing funding and resources on providing a robust long term programme of bridge renewals and replacements, and funding options for the 2024 Waka Kotahi funding application and Long Term Plan.

Complete inspections, undertake options analysis, design and cost estimates of high priority work, and for replacement structures for all of the bridges identified as needing imminent replacement (funded from bridge replacement budget).

Prepare design and consents for bridges requiring imminent replacement in 2024/25. Prioritise work within the remaining budgets to keep the existing bridges accessible in the short term.

Advantages:

- A temporary bridge may be able to be installed to enable the Mānīatoto Road/ Taieri River (Bridge 145) route to be re-opened.
- Higher priority work can be prioritised and undertaken in the 2022-23 period, resulting in less bridges being restricted in the short term.
- Detailed information regarding costs and options for retaining access across the wider network will be available to support a robust funding application to Waka Kotahi for 2024-27, and for consultation in the 2024 Long Term Plan.
- Analysis of different funding options to retain existing access across the network can be undertaken for consultation in the 2024 Long Term Plan.
- Funding will be available to enable design and consents for replacements to proceed in 2023-24 to enable construction to commence in 2024/25.

Disadvantages:

- Bridge replacement funding (Work Category 216) will need to be used to remove the existing Bridge 145 structure to enable installation of a bailey bridge.
- Lease costs of approximately \$2,300/month for the Bailey Bridge will need to be funded from existing bridge maintenance funding (Work Category 114).

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- Scott Lane/Kyeburn River (Bridge 121) will remain closed until at least 2025.

Option 2

Complete special access inspections (funded from existing maintenance and renewal budgets).

Obtain structural design, specifications and estimates for all high priority work (funded from structural renewal budgets).

Undertake options analysis, design and cost estimates of replacement structures for all of the bridges identified as needing imminent replacement (funded from bridge replacement budget). Prioritise high priority component renewals from remaining budget.

Defer replacement of Mānīatoto Road/ Taieri River (Bridge 145), and prioritise funding and resources on providing a robust long term program of bridge renewals and replacements, and funding options for the 2024 funding application and Long Term Plan.

Complete inspections, undertake options analysis, design and cost estimates of high priority work, and for replacement structures for all of the bridges identified as needing imminent replacement (funded from bridge replacement budget).

Prepare design and consents for bridges requiring imminent replacement in 2024/25. Prioritise work within the remaining budgets to keep the existing bridges accessible in the short term.

Advantages:

- High priority work can be prioritised and undertaken in the 2022-23 period, resulting in less bridges being restricted in the short term.
- Detailed information regarding costs and options for retaining access across the wider network will be available to support a robust funding application to Waka Kotahi for 2024-27, and for consultation in the 2024 Long Term Plan.
- Analysis of different funding options to retain existing access across the network can be undertaken for consultation in the 2024 Long Term Plan.
- Funding will be available to enable design and consents for replacements to proceed in 2023-24 to enable construction to commence in 2024/25.

Disadvantages:

- Mānīatoto Road/ Taieri River (Bridge 145) and Scott Lane/Kyeburn River (Bridge 121) will remain closed until at least 2025.

Option 3

Replace Mānīatoto Road/ Taieri River (Bridge 145) at an estimated cost of \$550,000. Provide an annual budget of \$100,000 for essential urgent renewals (\$300,000 total) The remaining budget of \$500,000 be prioritised across the remaining inspections and list of high priority repairs and bridges requiring replacement.

Advantages:

- Mānīatoto Road/ Taieri River (Bridge 145) would be replaced, and this route re-opened.

Disadvantages:

- Only one bridge is likely to be able to be replaced within the available budgets.

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- There is potential that significant bridges may require restrictions to be placed on them as a consequence of being unable to proceed with high priority work due to insufficient remaining budget.
- A precedent will be set for replacement of bridges on low volume roads. This could have on-going affordability impacts on ratepayers when other bridges also require replacing.
- There may be insufficient funding to complete the inspections and options considerations for other bridges on the network. This would result in inadequate information to prepare a robust funding application to Waka Kotahi for 2024-27. This could have a detrimental impact on the funding available to deal with ongoing issues on bridges beyond 2024.
- Scott Lane/Kyeburn River (Bridge 121) will remain closed.

7. Compliance

Local Government Act 2002 Purpose Provisions	<p>This decision enables democratic local decision making and action by, and on behalf of communities by ensuring that robust information regarding future bridge investment requirements is prepared to inform community consultation on the 2024 Long Term Plan.</p> <p>AND</p> <p>This decision promotes the social, cultural, and economic wellbeing of communities, in the present and for the future by enabling consideration of the option which is likely to enable work to be undertaken on the most bridges. This is likely to result in the least amount of restrictions being required.</p>
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The expenditure proposed within the existing three year period is consistent with the 2021 Long Term Plan.
Considerations as to sustainability, the environment and climate change impacts	<p>The removal of bridges from service, and implementation of more severe weight restrictions will result in higher fuel use. These implications will be higher on bridges which have higher traffic volumes, or longer detour routes.</p> <p>Replacement structures need to consider the implications on waterway health, and fish passage.</p> <p>Climate change is resulting in increased frequency and severity of storms. Replacement options for bridges needs to consider this.</p>
Risks Analysis	There could be further bridge closures or restrictions if high priority work is not undertaken. There is a risk that more significant bridges that still require special access inspections may require high priority work.

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	<p>In addition to the four bridges that have been closed, there are another eight bridges identified at risk of imminent closure.</p> <p>Use of bridges that have been closed could result in injury.</p> <p>Use of unsafe bridges by restricted vehicles could result in further damage and closure of the existing structures.</p> <p>There is reputational risk to Council as a consequence of bridge closure affecting residents. This risk will increase if more critical bridges are restricted or closed.</p>
Significance, Consultation and Engagement (internal and external)	<p>The closure of Scott Lane (Bridge 212) and Mānīatoto Road (Bridge 145) is affecting a small number of people to a large extent. The affected residents want access at these two locations re-instated. There are eight other bridges that are in imminent need of replacement, 17 which require high priority repairs, and a further 37 which require further inspections.</p> <p>Decisions relating to the future of these bridges will impact on levels of service and increase in rates, and/or council debt. This will require consultation with the community. The proposal presented in this report will enable the collection of information to support informed consultation with the community. It also supports the least level of service reduction in the period between 2021 and 2024.</p>

8. Next Steps

- Appoint project manager.
- Communicate with affected residents for closed bridges.
- Investigate bailey bridge options and costs.
- Report to council 15 July 2022.
- Engage structural engineer.
- Complete special access inspections.
- Prepare component renewal & maintenance work programme.
- Report to council 26 October 2022.
- Weight restriction review.
- Prepare bridge replacement programme.
- Prepare funding options.
- Report to council February 2023.

9. Attachments**Appendix 1 - Special Access Inspections****Appendix 2 - Waka Kotahi Decision Chart for bridge replacement****Appendix 3 - 2024 Long Term Plan and National Land Transport Fund Process.pdf****Appendix 4 - Draft Task List for Project Plan to develop a Bridge Strategy**

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1 June 2022

Report author:

Reviewed and authorised by:



Julie Muir

Sanchia Jacobs

Executive Manager -

Infrastructure

Services

Chief Executive Officer

23/05/2022

24/05/2022

22.5.3 INTERNAL ROAD STOPPINGS

Doc ID: 584808

1. Purpose of Report

To consider whether the costs associated with internally initiated road stoppings, which are for the specific benefit of Council, should be considered on a case by case basis.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Agrees that when a road stopping is initiated internally, for the specific benefit of Council, that the matters relating to the costs be considered on a case by case basis, with the overall purpose of the stopping determining whether payment for the land is required.
 - C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.
-

2. Background

Proposed Stopping of Part Melmore Terrace

At their meeting of 29 March 2022, the Cromwell Community Board (the Board) considered a report proposing the stopping of part of Melmore Terrace.

The purpose of the proposed stopping was to facilitate the transfer of a large block of legal road to Council to maximise the design options and overall development of the new Cromwell Memorial Hall/Events Centre.

The area of the parcel of legal road proposed for stopping was approximately 1640 square metres. Quotable Value have valued the parcel at \$550,000 plus GST (if any). Other costs associated with the stopping, (valuation, survey, and gazettal) were estimated to be approximately \$10,000.

A copy of the report to the Board dated 29 March 2022, is attached as **Appendix 1**.

While the Board agreed to the stopping in principle, they also raised a number of concerns regarding the value of the land, and the impact the purchase would have on the Memorial Hall/Events Centre budget.

On consideration, the Board resolved to leave the report to lie on the table.

Request from Board Chair

On 30 May 2022, the Chair of the Board contacted Council's Chief Executive to discuss the matter and its being left to lie on the table. Specific points raised by the Chair of the Board included:

- The existing [Hall] site being quite limited and challenging,
- The benefits of purchasing the road reserve in front of the hall to increase the size of building platform,
- Why the Board is required to pay for land when they cannot own it, and;

- That the Board would effectively be buying Council land as the Council from the Council.

The Chair of the Board then asked if it were possible for Council to consider transferring the stopped road to the Board for \$1.00 and if the matter could be expedited so as not to cause additional delays to the project.

Ward Based and Distritised Activities

Roading is a distritised activity.

Land ownership is a ward based activity, however.

As noted by the Chair of the Board in her email of 30 May 2022, Community Boards have no delegated authority under which they can own land. Instead, all land is held by Council as the owner or on behalf of the various Community Boards.

3. Discussion

Legislation and Policy

Road Stoppings can be affected in accordance with the provisions of the Public Works Act 1981 or the Local Government Act 1974.

The procedure for selecting the correct statutory (stopping) process (Act) is outlined in Section 8 of Council's Roding Policy. Council's Roding Policy also stipulates that the applicant is required to pay all costs associated with the stopping, including purchase of the land at market valuation, as shown in the following extract of section 8.5 of the Roding Policy:

Road Stopping Costs and Fees

Where a road stopping is initiated by the Council, the costs and expenses associated with the road stopping (including Council staff time) are to be funded from the Business Unit initiating the road stopping.

Where any other person applies to stop a road, then that person shall be responsible for meeting all costs and expenses associated with the road stopping process as determined by the Council (including Council staff time).

The Council may, in its discretion, determine that there is an element of public benefit to the proposed road stopping, and may agree that the costs associated with the road stopping should be shared between the applicant and the Council in such proportions as the Council shall determine. This will normally only be considered in the situation where a section of formed road is located on private property, and a road stopping process is being undertaken in tandem with legalising the existing road alignment.

As noted in the policy extract, the Council may in its discretion determine that there is an element of public benefit associated with the proposed stopping and may agree that the costs associated with the road stopping be shared between the applicant and the Council.

The purpose of Council's Roding Policy as it relates to Road Stoppings, is outlined in section 8.1 of the Policy.

8.1 Purpose

To manage requests from the public to stop sections of legal road.

Road stopping is the term given to removing the legal road status road and providing a freehold title for that section of land. This then enables the sale of that section of the land to the adjoining landowner.

The first sentence of the purpose states that the Policy relates to requests (applications) from the public. On that basis it is suggested that the Policy does not apply to this decision, with Council having the option to exercise the discretion referred to in section 8.5 of the Policy.

In this instance, the application is not from the public, but from one department of Council to another, and as such, special consideration should be given to the last two objectives of the Policy, which are outlined in Section 8.2, and in extract below:

8.2 Objective

The objective of this policy is to:

- outline the criteria Council may consider when determining if a road should be stopped or not*
- identify which statutory process should be used for different situations*
- identify the responsibility for costs of road stopping*
- outline the method by which the land will be valued.*

Historic Examples of Discretion being Exercised

In the past, Council has approved a number of road stoppings in which discretion has been exercised. These include the following examples:

1. Adjacent to 24 Ferris Road

In this instance, the applicants had had built their house very close to the boundary of the legal road, then later constructed their garage and driveway on the legal road.

As Council had approved and signed off both building consents it was determined that the stopping should be approved with the land being transferred at nil consideration.

2. Off Tarras – Cromwell Road

The house on the property at 2093 Tarras – Cromwell Road is almost fully constructed on legal road. This was an historic encroachment which had gone unnoticed for some time.

The encroachment was identified by the Central Otago Queenstown Cycle Trail Trust who were negotiating an easement (in favour of the Trust) over the property, to assist with the construction of one of the Trust's trails.

On consideration, the Council resolved to give approximately 430 square metres of stopped road to the property owner, in recognition of his gifting the Trust the easement required to construct the cycle trail.

3. Cheviot Street Roxburgh (adjacent to the Pool)

In September 2019, Council approved the stopping of approximately 83 square metres of Cheviot Street, adjacent to the Roxburgh Community Pool.

The purpose of the stopping was identified in the report as being to:

...enable the pool group to demolish the existing facility and rebuild on a single council-owned title,

The report did not make any recommendation regarding payment for the land (road), which was amalgamated with the existing Council owned pool title.

The other costs associated with the stopping (approximately \$7,000) were paid from the Teviot Valley Community Board's general reserves fund.

A copy of the report dated 25 September 2019 is attached as **Appendix 2**.

4. Financial Considerations

The proceeds of the sale of stopped roads are credited to the Roding Administration Unsubsidised Land Under Road Account. From there it is used to address public roading issues such as the encroachment of (public) roads onto private property.

Quotable Value valued the (Melmore Terrace) road to be stopped at \$550,000 plus GST (if any).

While \$550,000 would be a significant increase to the Roding Administration Unsubsidised Land Under Road Account, the Policy also states that these matters will be addressed as and when funds are available.

This is because resolving public roading issues, such as the encroachment of roads onto private property is not budgeted for.

5. Options

Option 1 – (Recommended)

To agree that when a road stopping is initiated internally, for the specific benefit of Council, that the matters relating to the costs be considered on a case by case basis, with the overall purpose of the stopping determining whether payment for the land is required.

Advantages:

- Acknowledges the discretion provided for in Council's Roding Policy.
- Recognises that internal road stoppings often have a greater public benefit.
- Will allow land under roads to be transferred for a sum other than market valuation.
- Will not impact on associated departmental budgets.
- Could eliminate the requirement and cost of having the land valued.
- Provides staff with the direction required to make robust recommendations.

Disadvantages:

- Will allow land under roads to be transferred for a sum other than market valuation.
- May impact Council's ability to resolve other public roading matters.

Option 2

To not agree that when a road stopping is initiated internally, for the specific benefit of Council, that the matters relating to the costs be considered on a case by case basis, with the overall purpose of the stopping determining whether payment for the land is required.

Advantages:

- Will allow land under roads to be transferred for a sum other than market valuation.
- May impact Council's ability to resolve other public roading matters.

Disadvantages:

- Does not acknowledge the discretion provided for in Council's Rooding Policy.
- Does not recognise that internal road stoppings often have a greater public benefit.
- Will not impact on associated departmental budgets.
- Will not provide staff with the direction required to make robust recommendations.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by clarifying how Council's Rooding Policy relates to road stoppings which are initiated internally for the specific benefit of Council or a particular department of Council.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The recommendation is consistent with the provisions of Section 8 of the Council's 2015 Rooding Policy which relates to Road Stoppings.
Considerations as to sustainability, the environment and climate change impacts	There is no sustainability, environmental, or climate change impacts associated with the recommendation.
Risks Analysis	There are no risks to Council associated with the recommendation.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy has been considered with none of the criteria being met or exceeded.

7. Next Steps

Resolution implemented on its release.

8. Attachments

Appendix 1 - Copy of Report to the Board Dated 29 March 2022 [↓](#)

Appendix 2 - Copy of the Report to Council Dated 25 September 2019 [↓](#)

Report author:

Reviewed and authorised by:



Linda Stronach
Team Leader - Statutory Property
20/06/2022



Quinton Penniall
Infrastructure Manager
29/06/2022

29 March 2022

**22.2.4 PROPOSED ROAD STOPPING - PART MELMORE TERRACE****Doc ID: 566083****1. Purpose of Report**

To consider stopping part of Melmore Terrace, Cromwell in accordance with the provisions of the Public Works Act 1981, to maximise the design options and overall development of the new Cromwell Memorial Hall/Events Centre.

Recommendations

That the Cromwell Community Board

- A. Receives the report and accepts the level of significance.
- B. Recommends to Council to approve the proposal to stop an unformed portion of Melmore Terrace, being approximately 1640 square metres as shown in figure 4, subject to:
 - All costs, including the land at valuation, being paid from the Cromwell Memorial Hall/Events Centre Project budgets.
 - The land being amalgamated with Record of Title OT11A/234.
 - An easement (in gross) in favour of (and as approved by) Aurora Energy Limited being registered on the new Record of Title.
 - The final survey plan being approved by the Chief Executive Officer.
- C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

2. Background**Melmore Terrace**

Melmore Terrace (the Road) runs south west off Inniscort Street. It terminates at a cul-de-sac at the entry to the historic Old Cromwell Town village precinct.

The Road is formed and sealed with footpaths constructed along the length of the northern boundary. There is a short span of footpath and some parking constructed on the southern boundary between the Cromwell Memorial Hall and the Old Cromwell Town village precinct.

The Road is approximately 845 metres long. Its width varies from about 20 to 30 metres. An overview of the Road is shown below in figure 1.

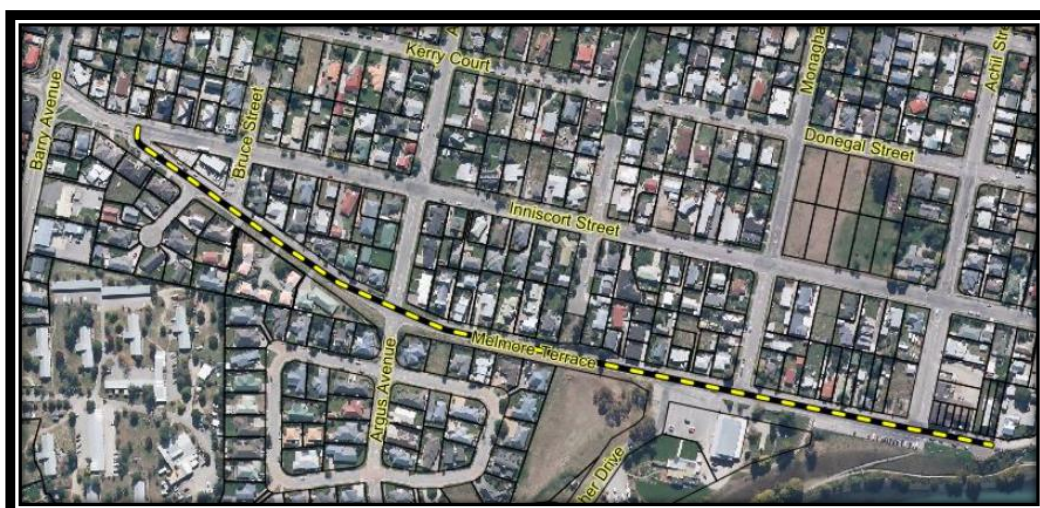


Figure 1 – Overview of Melmore Terrace

The Cromwell Memorial Hall (the Hall) is located at 36 Melmore Terrace. The parcel of land which the Hall sits on is described as Part Lot 1 Deposited Plan (DP) 19148 (Part Lot 1).

Part Lot 1 has an area of approximately 4658 square metres. It is a long irregularly shaped parcel of land. The northern boundary of Part Lot 1 adjoins Melmore Terrace. The length of the mutual boundary is approximately 132 metres as shown below in figure 2.

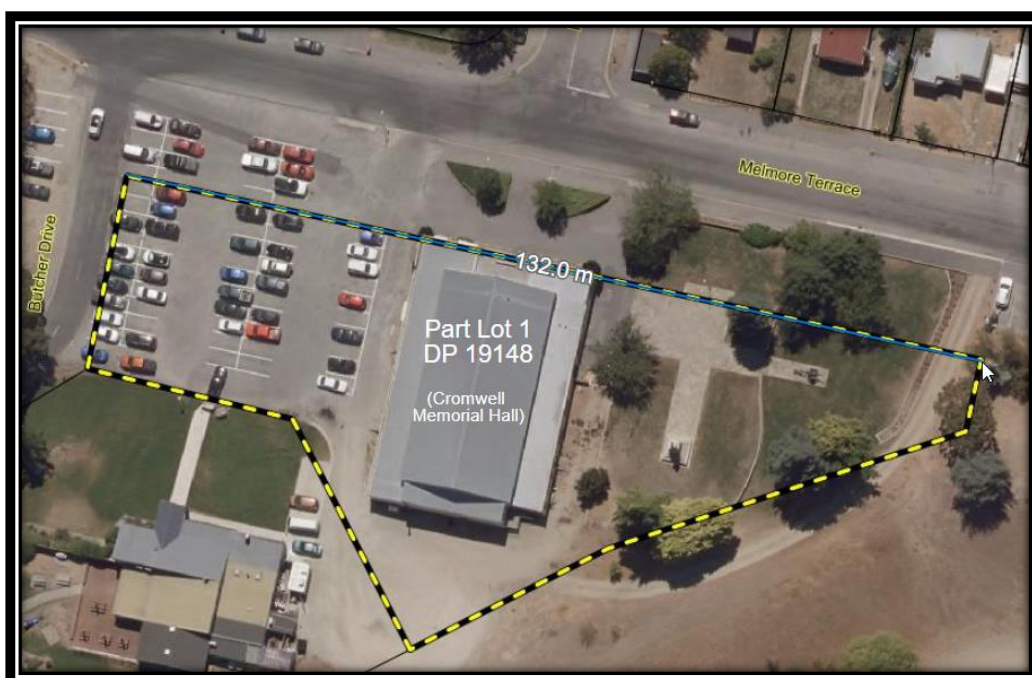


Figure 2 – The 132 Metre Mutual Boundary of Melmore Terrace and Part Lot 1 DP 19148

The legal road immediately to the north of the mutual boundary, between the Hall and the footpath, has been developed in conjunction with the Hall. The development on the legal road includes carparking, the entrance to the Hall, and gardens. The development is an encroachment.

The area of the encroachment, which is shown in red below in figure 3, is approximately 1640 square metres.



Figure 3 – Encroachment/Area of Development in Front of Memorial Hall

In 2021, following consultation under the 2021 – 2031 Long Term Plan, demolition of the Hall and construction of a new Hall/Events Centre in its place was approved.

The new Hall/Events Centre will be approximately double the size of the existing Hall. In addition to the new Hall/Events Centre, a new Museum may be constructed on the same site at a later date.

To maximise the design and development potential of Part Lot 1, it is proposed that the 1640 square metres of legal road immediately to the north of the mutual boundary, be stopped and amalgamated with record of title OT11A/234 (Part Lot 1).

An overview of the proposed stopping is shown below in figure 4.

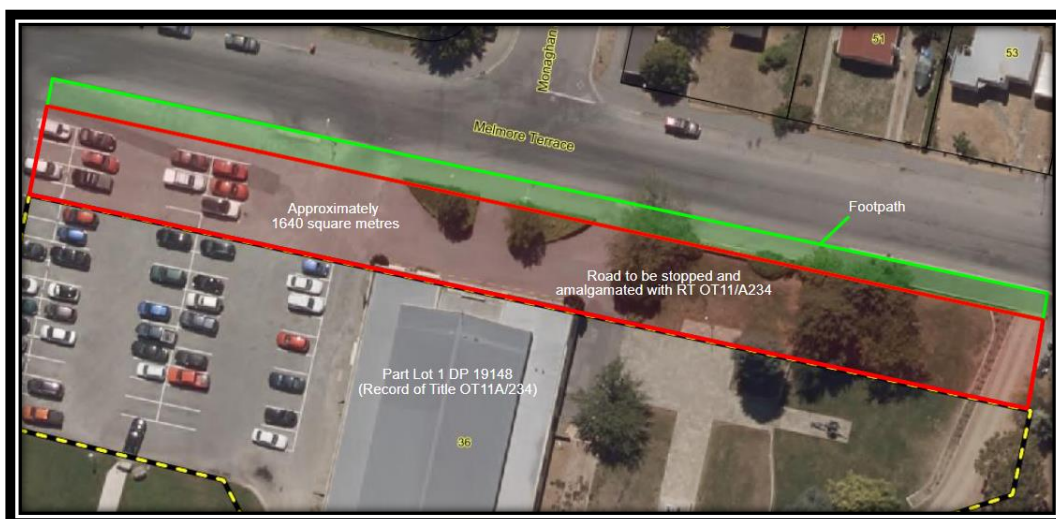


Figure 4 – Overview of Proposed Stopping

3. Discussion

Roading Network

As shown in figure 5, the legal Road in front of the Hall is approximately 30 metres wide. The formed carriageway covers about 11 metres of that width with the footpaths covering about 7 metres between them.

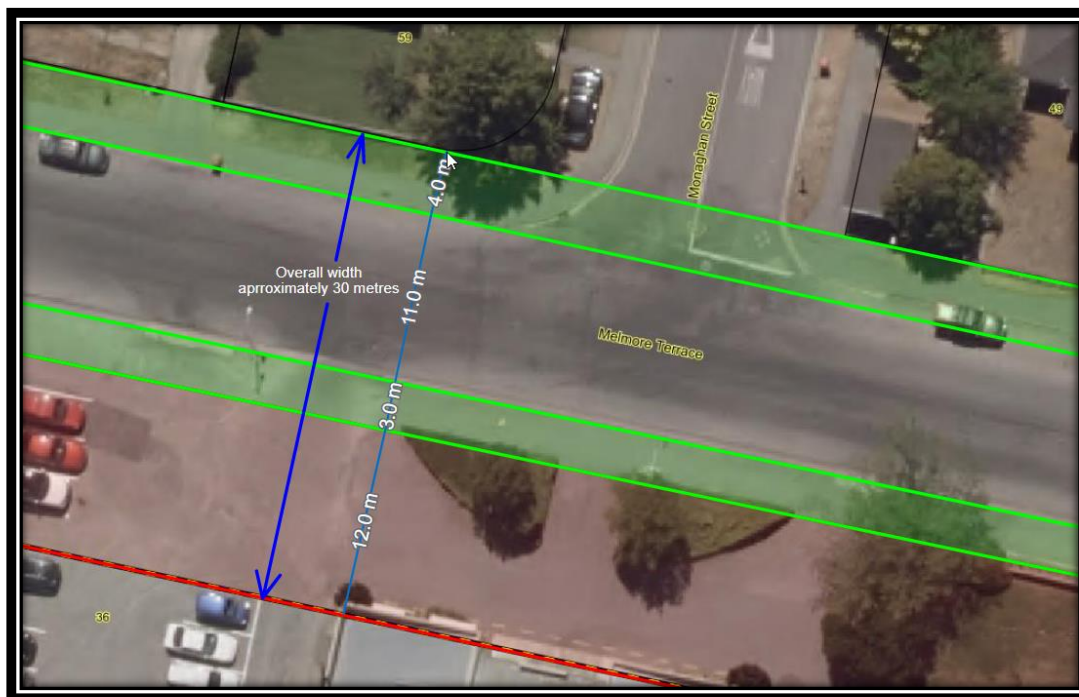


Figure 5 – Overview of the Legal Road Width in Front of the Hall

As the proposed stopping does not include the formed carriageway or the footpaths, the proposal will have no effect on the existing roading network.

Utility Networks

Aurora Energy Limited (Aurora) have both low and high voltage underground cables running through Part Lot 1.

The low voltage cable (dashed blue below in figure 6), connects the Hall and a streetlight to the electricity network in Melmore Terrace. Aurora do not require an easement over the low voltage cable as the point of supply will be unaffected by the proposed stopping.

The high voltage cable (dashed red) runs from a transformer on the adjacent Town and Country site to an overhead line in Monaghan Street. Aurora will require an easement to protect the span of the high voltage cable that passes through Part Lot 1.



Figure 6 – Overview of Aurora Infrastructure

Legislation and Policy

Council's Roading Policy determines the appropriate statutory procedure for stopping a legal road or any part thereof. The policy for selecting the correct statutory process is outlined in section 8.5 of Council's Roading Policy. The options are as follow:

The Local Government Act 1974 road stopping procedure shall be adopted if one or more of the following circumstances shall apply:

- a) *Where the full width of road is proposed to be stopped and public access will be removed as a result of the road being stopped; or*
- b) *The road stopping could injuriously affect or have a negative or adverse impact on any other property; or*
- c) *The road stopping has, in the judgment of the Council, the potential to be controversial; or*
- d) *If there is any doubt or uncertainty as to which procedure should be used to stop the road.*

The Local Government Act process requires public notification of the proposal. This involves erecting signs at each end of the road to be stopped, sending letters to adjoining owners/occupiers and at least two public notices a week apart in the local newspaper. Members of the public have 40 days in which to object.

The Public Works Act 1981 road stopping procedure may be adopted when the following circumstances apply:

- e) *Where the proposal is that a part of the road width be stopped and a width of road which provides public access will remain.*
- f) *Where no other person, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping;*
- g) *Where other reasonable access will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).*

Cromwell Community Board meeting Agenda

29 March 2022

It is proposed that Public Works Act 1981 procedure be adopted for this application for the following reasons:

- The proposal is to stop part of the road width only.
- Public access will not be adversely affected.

The Public Works Act 1981 provides for legal road to be stopped, sold, and amalgamated with an adjacent title. In this instance the stopped road would be amalgamated with Record of Title OT11A/234.

4. Financial Considerations

Council's Roading Policy determines that the applicant is responsible for all costs associated with the road stopping. This includes purchase of the land at valuation as prescribed in the Public Works Act 1981.

In December 2021, Quotable Value Limited (QV) determined the value of the road proposed for stopping to be \$550,000 plus GST (If any).

A summary of the estimated total costs is outlined below in table 1.

Description	Cost (inc GST)
Valuation (since paid)	\$ 500.00
Survey	\$ 3,500.00
Gazettal	\$ 4,200.00
Legal	\$ 1,800.00
Land (at valuation)	\$ 550,000.00
Total	\$ 560,000.00

Table 1 – Estimate of Costs Associated with the Proposed Stopping

All costs associated with the proposed stopping will be paid from the existing Cromwell Memorial Hall/Events Centre Project budgets.

5. Options

Option 1 – (Recommended)

To recommend to Council to approve the proposal to stop an unformed portion of Melmore Terrace, being approximately 1640 square metres as shown in figure 4, subject to:

- All costs, including the land at valuation, being paid from the Cromwell Memorial Hall/Events Centre Project budgets.
- The land being amalgamated with Record of Title OT11A/234.
- An easement (in gross) in favour of (and as approved by) Aurora Energy Limited being registered on the new Record of Title.
- The final survey plan being approved by the Chief Executive Officer.

Advantages:

- The additional area of land will maximise the design options and overall development of the new Cromwell Memorial Hall/Events Centre.
- The stopping will have no impact on the existing formed carriageway or footpaths.

Cromwell Community Board meeting Agenda

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- Aurora's infrastructure will be protected by registration of an easement in their favour.
- Income received will be used to address other public roading issues.
- Recognises the provisions of Council's Roading Policy.
- The proposal is consistent with the Public Works Act 1981.

Disadvantages:

- Will increase costs associated with the Cromwell Memorial Hall/Events Centre Project.

Option 2

To not recommend to Council to approve the proposal to stop an unformed portion of Melmore Terrace.

Advantages:

- Costs associated with the Cromwell Memorial Hall/Events Centre will not increase.

Disadvantages:

- Additional land will not be available for use in conjunction with the new Cromwell Memorial Hall/Events Centre.
- Additional income will not be made available to address other public roading issues.
- Does not recognise the provisions of Council's Roading Policy.
- Does not recognise that the proposal is consistent with the Public Works Act 1981.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the economic wellbeing of the community by generating income from the disposal of land that is held (but not required) for roading purposes which has limited other use.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	All costs associated with the stopping will be paid from the existing Cromwell Memorial Hall/Events Centre Project budget. Funds received from the disposal will then be available to address other public roading issues.
Considerations as to sustainability, the environment and climate change impacts	No sustainability, environmental or climate change impacts are related to the decision to stop the portion of unformed road. Increasing the footprint of the land available for the purpose of constructing the new Cromwell Memorial Hall/Events Centre (and possible museum) will assist with the future sustainability of the site.
Risks Analysis	No risks to Council are associated with the recommended option.

Cromwell Community Board meeting Agenda

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Significance, Consultation and Engagement (internal and external)	<p>The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.</p> <p>Notice of the completed road stopping will be published in the New Zealand Gazette.</p>
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7. Next Steps

- | | |
|--|------------------|
| 1. Community Board approval | February 2022 |
| 2. Council approval | March 2022 |
| 3. Survey and LINZ Accredited Supplier engaged | March/April 2022 |
| 4. Survey Plan approved | Mid to late 2022 |
| 5. Gazette notice published | Late 2022 |

8. Attachments**Nil**

Report author:

Reviewed and authorised by:




Linda Stronach
Team Leader – Statutory Property
10/02/2022

Quinton Penniall
Acting Executive Manager – Infrastructure Services
15/03/2022



Waste and Property Infrastructure Committee

25 September 2019

Report for Decision

Road Stopping – Cheviot Street, Roxburgh (PRO 65-7033-00)

Purpose of Report

To consider stopping a portion of unformed legal road at Cheviot Street, Roxburgh, under the Public Works Act 1981.

Recommendations

- A. **Recommended** that the report be received and the level of significance accepted.
- B. **Approve** the proposal to stop an area of approximately 83 square metres of legal road known as 'Cheviot Street'.
- C. **Agree** to the area of stopped road in Recommendation B being amalgamated with Council's adjoining freehold title OT390/59.
- D. **Agree** that the Chief Executive be authorised to do everything required to complete the stopping and amalgamation of the stopped road.
- E. **Note** that the cost of the road stopping is to be paid for from the Teviot Valley Community Board's general reserves fund, up to a maximum of \$7,000.00.

Background

The Roxburgh Community Pool facility is built over Lots 1 - 5 DP 7069, Part Sections 24 and 27, Block XVII Town of Roxburgh, and over an area of approximately 38 square metres of road reserve, on Cheviot Street.

The main pool and the bulk of the buildings are built on council freehold title OT390/59, being Lots 1 and 2 DP 7069.

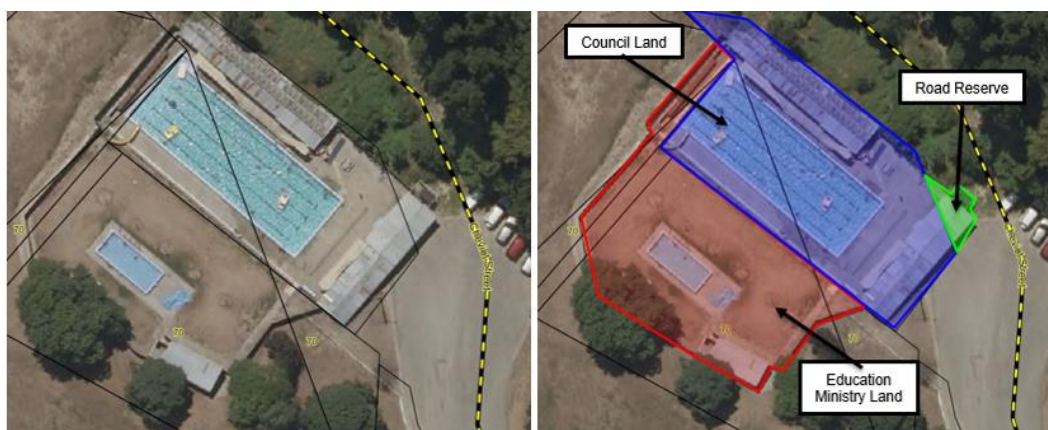
The end of the main pool, the toddler's pool, the old changing rooms and the majority of the greenspace are all on Ministry of Education land, being Lots 3 – 5 DP 7069, and Part Sections 24 and 27 Block XVII Town of Roxburgh.

A portion of the existing office building, being approximately 38 square metres, encroaches onto Cheviot Street legal road.

Report Author: Property Officer - Statutory

The facility was managed by the Council up until 2013 when it was leased to the Roxburgh Area School for a term of seven years. The lease agreement contains two rights of renewal of seven years each, with a final expiry of 30 June 2034.

The existing facility and details of the land ownership are shown on the plans below:



The pools and buildings are now timeworn, with issues such as leaks from the main pool becoming increasingly common. A community working group has now been formed to facilitate the replacement of the pools and the associated amenities.

Discussion

The total length of Cheviot Street is roughly 1,550 metres, of which about 770 metres (or half) is formed, being from Jedburgh Street to a large cul de sac at the pool facility. The balance is unformed legal road. It runs north-west behind the residential area, adjacent to the Clutha River.

To enable the pool group to demolish the existing facility and rebuild on a single council-owned title, it is proposed that an area of Cheviot Street legal road, being approximately 83 square metres, as shown below, be stopped.

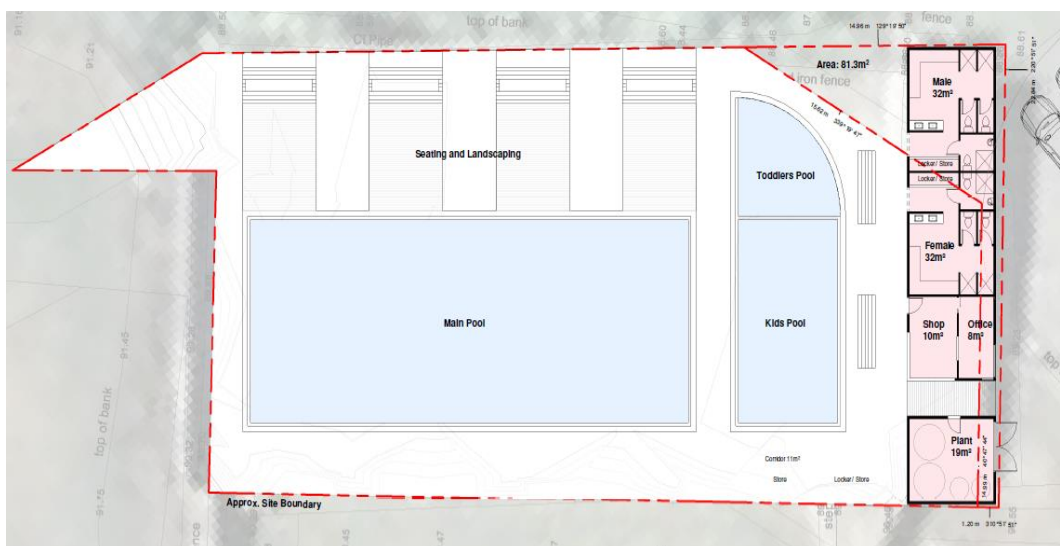


Report author: Property Officer – Statutory

It is proposed that the stopped area would then be amalgamated with Council's adjoining freehold title, OT390/59. This would provide a single title large enough to house the anticipated redevelopment of the facility, as shown below:



Plan of the proposed development, on the proposed new single title:



At its meeting of 11 July 2019, the Teviot Valley Community Board (the Board) resolved by Resolution 19.5.7 to support the proposed road stopping.

In recognition of the proposed stopping being to achieve a community purpose, the Board also resolved to pay the costs of the stopping, up to a maximum of \$7,000.00.

Report author: Property Officer – Statutory

Options Considered

Option 1

To support the proposal to stop an area of approximately 83 square metres of legal road on Cheviot Street, Roxburgh, and amalgamate it with Council's freehold title OT390/59, and to note that the costs of the stopping, up to a maximum of \$7,000.00, are to be paid from the Board's general reserves fund. (Recommended).

Advantages:

- The pool group will be able to build the new facility over one council-owned title.
- The stopping will have little to no obvious impact on the existing road, other than the possibility of the curb being realigned, as part of the existing facility already occupies approximately half of the area of road that is proposed to be stopped.

Disadvantages:

- None, as the Infrastructure Manager has confirmed that:
 1. The stopping will not impact on the legal road as the existing cul de sac is 'oversized', and;
 2. If the identified area of road were stopped, it would not impede any future requirement to form the balance of the legal road.

Option 2

Not to support the proposal to stop an area of Cheviot Street.

Advantages:

- None, as the Infrastructure Manager has confirmed that:
 1. The stopping will not impact on the legal road as the existing cul de sac is 'oversized', and;
 2. If the identified area of road were stopped, it would not impede any future requirement to form the balance of the legal road.

Disadvantages:

- The pool group would not be able to build their facility based on the current design.
- Alternate designs may require the negotiation and purchase of other land, resulting in increased project costs, and time.

Financial Implications

The estimated costs of the stopping are:

Survey	\$ 4,000.00		\$ 4,000.00
Gazettal	\$ 2,000.00	to	\$ 3,000.00
Approximate total costs	\$ 6,000.00	to	\$ 7,000.00

As noted in Recommendation E, and in accordance with Resolution 19.5.7, the Board, at its meeting of 11 July 2019, resolved to pay the costs of the Stopping, up to a maximum of \$7,000.00.

Report author: Property Officer – Statutory

Risk Analysis

No risks identified.

Local Government Act 2002 Purpose Provisions

(1) *The purpose of local government is—*

(a) to enable democratic local decision-making and action by, and on behalf of, communities; and

(b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

The provisions contained in section 10 of the Act have been considered and will be met by this proposal.

The stopping of part of Cheviot Street will provide the Pool Group with a cost effective site on which they can construct the new community pool facility.

Council Policies / Plans / Procedures

Council's Road Stopping Policy applies to this application. Consideration of this policy has ensured that the appropriate statutory process has been chosen.

The Public Works Act 1981 is the appropriate process for the stopping of a portion of road where it does not impact upon legal access, and where there is only one adjoining owner, as in this case, being Council.

Proposal

To support Option 1, to approve the proposal to stop an area of approximately 83 square metres of Cheviot Street, and to amalgamate the stopped road with the adjoining Council title OT390/59.

Implementation Plan

The following steps have been/will be taken to implement the road stopping:

- | | |
|---|-------------------|
| 1. Teviot Valley Community Board support | 11 July 2019 |
| 2. Council approval | 25 September 2019 |
| 3. Survey plan arranged | |
| 4. Minister of Land's consent | |
| 5. Gazette notice published | |
| 6. Registration and issue of new title for amalgamated land | |

Consultation and Engagement

With the swimming pool located in the cul de sac at the end of the formed portion of Cheviot Street, the proposed stopping of approximately 83 square metres of legal road will not affect the public.

The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.

Report author: Property Officer – Statutory

Communication

Notice of the completed road stopping will be published in the New Zealand Gazette.

Report author:

Reviewed and authorised by:



Linda Stronach
Property Officer - Statutory
12/08/2019

Louise van der Voort
Executive Manager – Planning and Environment
27/08/2019

Report author: Property Officer – Statutory

22.5.4 PROPOSAL TO STOP FLORA STREET

Doc ID: 584753

1. Purpose of Report

To consider stopping the remaining section of Flora Street in accordance with the provisions of the Local Government Act 1974, then vesting the land in Council as a Local Purpose (Public Amenity) Reserve, in accordance with the provisions of the Reserves Act 1977.

Recommendations

That the Council:

- A. Receives the report and accepts the level of significance.
- B. Approves the proposal to stop approximately 0.6447 hectares of unformed legal road (shown as in Section 3 SO 517704 in figure 3) being Flora Street, subject to:
 - The provisions of the Local Government Act 1974.
 - The public notification process as outlined in the same Act.
 - No objections being received within the public notification period.
 - The consent of the Minister of Lands.
 - The stopped road being classified as Local Purpose (Amenity) Reserve, then vested in Council in accordance with the provisions of the Reserves Act 1977.
 - An easement (in gross) in favour of (and as approved by) the Central Otago District Council being registered over all of Section 3 SO 517704.
 - Easements (in gross) in favour of (and as approved by) Aurora Energy Limited, and Chorus New Zealand Limited, being created, and registered on the resulting title.
 - District Plan designation ('D97') being updated to Local Purpose (Amenity) Reserve.
 - The costs being paid from the final stage of the Gair Avenue Development project.
- C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

2. Background

Flora Street (the Road) is an unformed legal road. The Road runs southward from Gair Avenue to Smitham Drive adjacent to Council's residential development off Gair Avenue.

The Road is recorded on Map 15 in the Operative District Plan. It is designated 'D97' which is "Road to be Stopped". The underlying designation is residential.

The Road is shown below in figure 1 in an extract of District Plan Map 15.

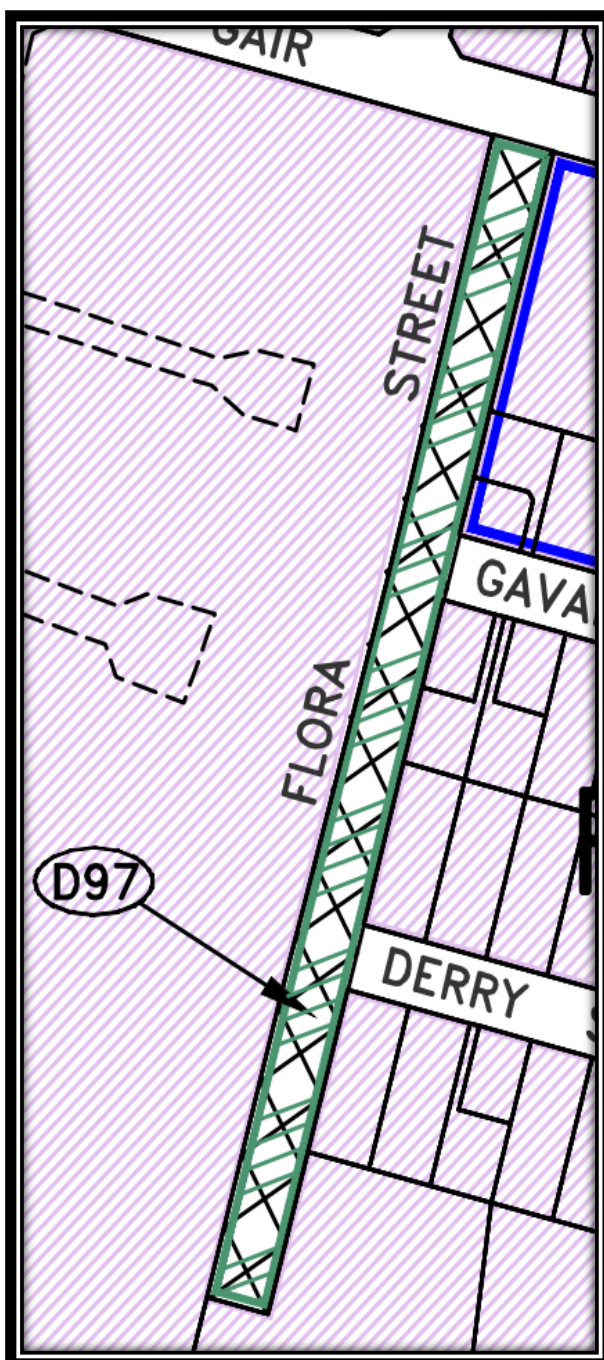


Figure 1 – Extract of District Plan Map 15



Figure 2 – GIS Overview (Pre-greenway development)

At their meeting of September 2017, the Cromwell Community Board (the Board) considered a then confidential report proposing an amendment to the partnership development subdivision plan. The same report proposed that the Board agree to develop Flora Street as a greenway.

On consideration the Board agreed to the greenway development and resolved (Resolution 17.7.8) as follows:

- D. AGREED to development of all of the Flora Street greenway and greenway on the north boundary of stage 5.

McKinlay / Dicey

In accordance with Resolution 17.1.8 D, the Road has since been developed as a greenway. A path has been constructed over the Road with plantings and irrigation also installed. An aerial of the Road (pre-development of the greenway) is shown above in figure 2.

At their meeting of January 2018, the Council considered a report proposing the stopping of two portions of Flora Street. A plan of the proposed stopping (Survey Office Plan (SO) 517704) was appended to the report as Appendix 2. An extract of SO Plan 517704 is shown below in figure 3.

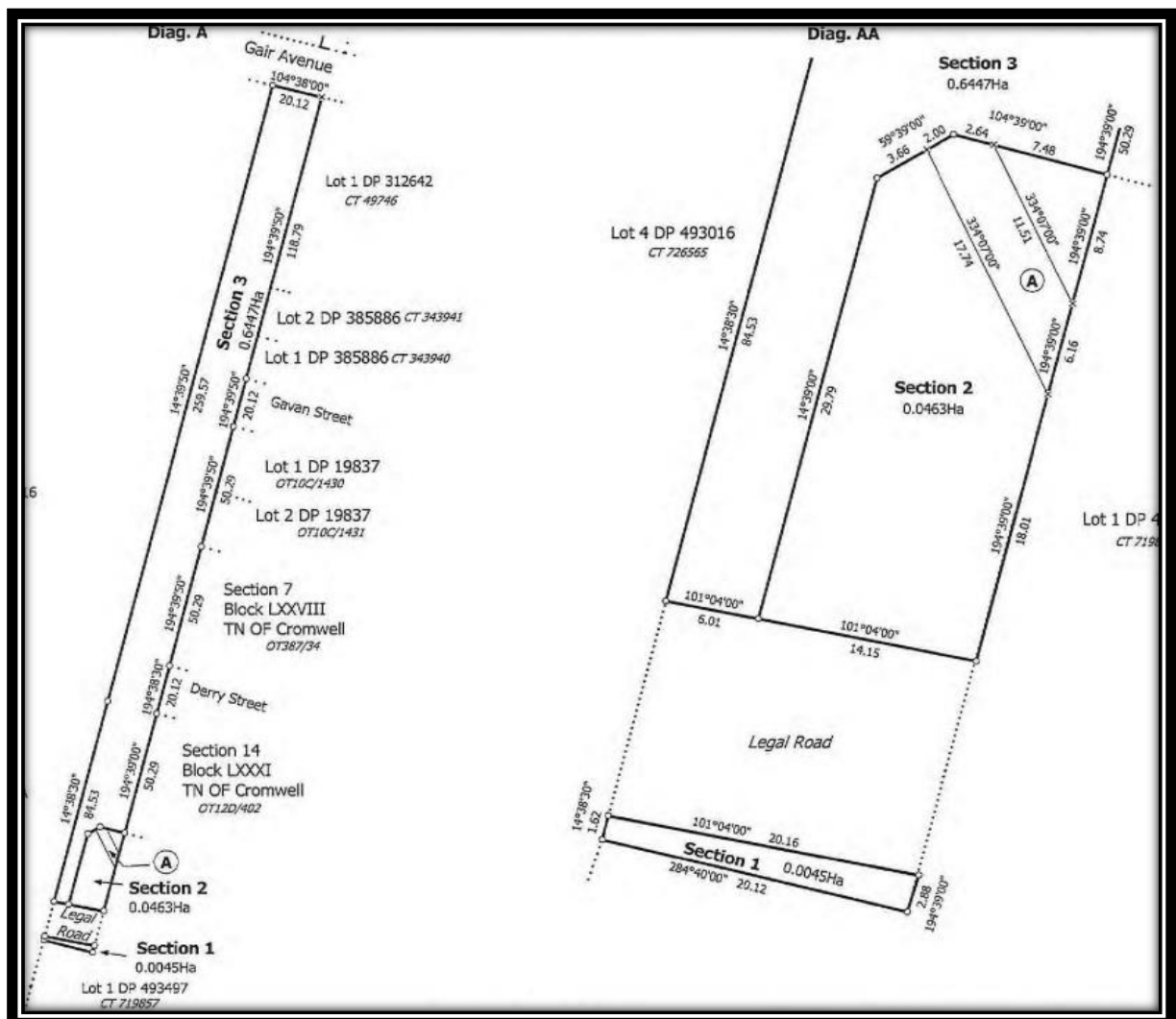


Figure 3 – Extract of SO 517704 (Appendix 2)

The purpose of the proposed stopping was to enable the development of the Flora Street greenway, while improving legal road access to an adjacent (privately owned) residential development.

On consideration, the Council agreed to the proposal and resolved (Resolution 18.1.3) as follows:

- B. **RESOLVED** that a notice be issued pursuant to sections 116, 117 and 120(3) of the Public Works Act declaring that, subject to all existing encumbrances:

The two portions of road described in the First Schedule be stopped and amalgamated with the adjoining land.

First Schedule: Otago Land District

Road to be stopped and amalgamated:

1. *Appendix 2 – Portion 2 [being Section 2 SO 517704]
Adjoining: LOT 4 DP 493016 [and] LOT 1 DP 493497
Area: Approximately 463m²*

2. *Appendix 2 – Portion 4* [being Section 1 SO 517704]
Adjoining: LOT 4 DP 493016 [and] LOT 1 DP 493497
Area: Approximately 45m²

Gillespie / Wills

To give effect to the designation in the District Plan, it is now proposed that the balance of Flora Street, (Section 3 SO 517704), also be stopped, then vested in the Central Otago District Council, as a Local Purpose (Public Amenity) Reserve.

3. Discussion

Evaluation of Application

An evaluation of the proposal to stop the Road is shown in the table below.

Item	Criteria to be considered	Evaluation
District Plan	Has the road been identified in the District Plan for any specific use or as a future road corridor?	The Road is shown on District Plan Map15. It is identified as Designation 97 – 'Road to be Stopped'.
Current Level of Use	Is the road used by members of the public for any reasons?	The Road has been developed into greenway in accordance with Resolution 17.1.8. It is a public space openly accessible to the public for pedestrian and recreational purposes.
	Does it provide the only or most convenient means of access to any existing lots?	No. Other formed roads provide access to all lots adjoining the Road.
	Will stopping the road adversely affect the viability of any commercial activity or operation?	No. The (well established) commercial activity (motel complex) adjacent to the northern end of the Road is accessed from Gair Avenue.
	Will any land become landlocked if the road is stopped?	No.
Future Use	Will the road be needed to service future residential, commercial, industrial, or agricultural developments?	No. The land identified in figure 2 as 'Future Development' will be access via other roads which will be constructed in conjunction with the development.
	Will the road be needed in the future to connect existing roads?	No.
Non-traffic Uses	Does the road have current or potential value for amenity functions, e.g., walkway, cycleway, recreational access, access to conservation or heritage areas, park land?	The proposed stopping and vesting as a reserve recognises its current use and value and will protect the amenity value.
	Does the road have potential to be utilised by the Council for any other public work either now or potentially in the future?	N/A (refer above).
	Does the road have significant landscape amenity value?	The Road has been developed in greenway which has significant landscape amenity value.
Access to Waterbody	Does the road provide access to a river, stream, lake or other waterbody?	The Road does not provide access to any type of waterbody.
	If so, there is a need to consider Section 345 of the Local Government Act, which requires that after stopping the land be vested in Council as an esplanade reserve	N/A (refer above).
Infrastructure	Does the road currently contain any services or other infrastructure, such as electricity, telecommunications, irrigation, or other private infrastructure?	Yes. The Central Otago District Council, Chorus New Zealand Limited, and Aroua Energy Limited, all have infrastructure in the Road.

	Can the existing services or infrastructure be protected by easements?	Yes. Easements can be created to protect the infrastructure that is situated in the legal road.
Traffic Safety	Does the use of motor vehicles on the road constitute a danger or hazard?	As the Road has been developed into a greenway for recreational purposes the use of a motor vehicle on the road could constitute a significant danger or hazard.

Roading Network and Public Access

As shown in the evaluation table, the Road is identified in the District Plan as 'Road to be Stopped'. The proposal to stop the Road is consistent with that designation.

The proposal to vest the stopped road in Council as a Local Purpose (Walkway) Reserve (and to amend the designation) gives effect to Resolution 17.1.18. It will also secure and maintain the public's ongoing right of access.

The Road does not provide access to a waterbody or to any land that cannot otherwise be accessed via other formed roads.

The Road contains infrastructure belonging to the Central Otago District Council, Aurora Energy Limited, and Chorus New Zealand Limited. Protection for this infrastructure is discussed next.

Easements

The Central Otago District Council have water (blue), wastewater (red), and stormwater (green) mains in the Road. A plan of their infrastructure is shown below in figure 4.

To protect Council's infrastructure, it is recommended that an easement (in gross, in favour) of Council be registered over all of Section 3 SO 517704.

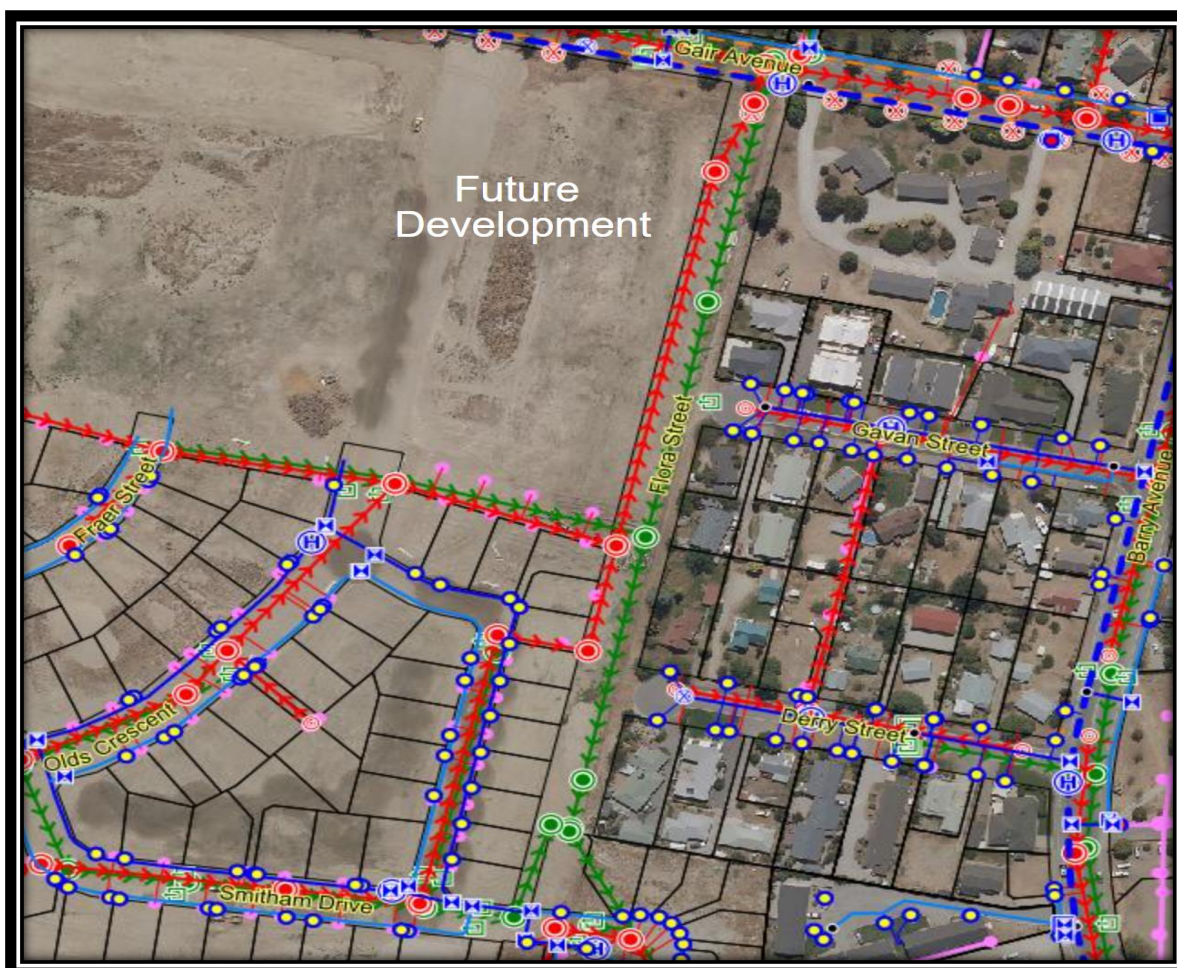


Figure 4 – Council Water, Wastewater, and Stormwater Infrastructure in Flora Street.

Aurora Energy Limited (Aurora) have infrastructure running through the intersection of Gavan and Flora Streets. This infrastructure, which is circled in green below in figure 5, includes a fuse pillar box, a low voltage cable, and street lighting cables. Aurora have agreed to support the proposed stopping if an easement (in gross, in Aurora's favour) is registered on the resulting title.

Aurora also have an 11kV power cable and a street lighting cable running through the intersection of Gair Avenue and Flora Street. If any part of either of these cables, which are circled in yellow below in figure 5, are located in Flora Street, Aurora will also require an easement (in gross, in Aurora's favour) be registered on the resulting title to protect this infrastructure.



Figure 5 – Plan of Aurora's Infrastructure as Extracted from Aurora's Mapping System.

Chorus New Zealand Limited (Chorus) have cables in the Road. The first Chorus cable, a fibre cable, comes into the southern of Flora Street from Smitham Drive. The cable runs up the inside of the eastern boundary of Flora Street, then out into Derry Street.

Chorus have also agreed to support the proposed stopping providing an easement (in gross, in Chorus's favour) is registered on the resulting title. The span of cables which need to be protected is highlighted in yellow below in figure 6.

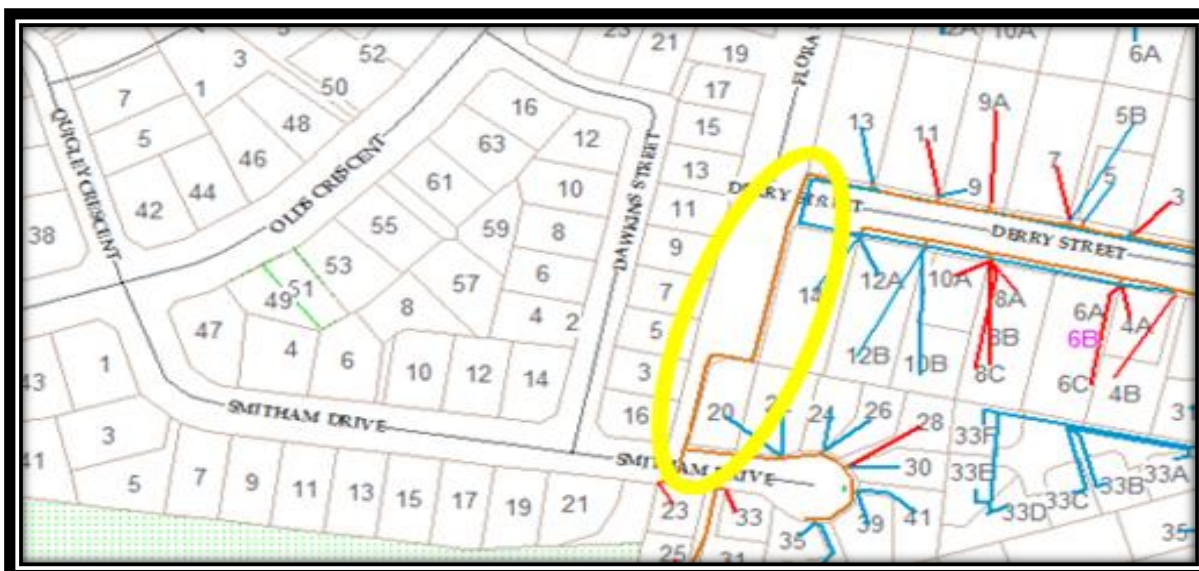


Figure 6 – Chorus's Fibre Cable as it runs from Smitham Drive to Derry Street via Flora Street.

Chorus also have:

- A high capacity fibre (orange) cable running through the intersection of Gair Avenue and Flora Street, (circled in yellow below in figure 7),
- A telecommunications (blue) service cable running across the western end of Gavan Street, (circled in green below in figure 7), and,
- A telecommunications (blue) service cable running across the western end of Derry Street, (circled in pink below in figure 7).

If any part of any of these cables are located in Flora Street, Chorus will also require an easement (in gross, in Chorus's favour) be registered on the resulting title to protect these cables.



Figure 7 – Chorus's High Capacity Fibre and Service Cables which may require Easements.

Legislation and Policy

Road stopping is the process of changing legal road land into fee simple land so it can be sold to an adjoining owner.

A landowner can apply to the Council to undertake a road stopping process in accordance with the provisions of the Local Government Act 1974 or the Public Works Act 1981. Council's Roding Policy determines the appropriate statutory procedure for stopping a legal road or any part thereof.

The policy for selecting the correct statutory process is as follows:

The Local Government Act 1974 road stopping procedure shall be adopted if one or more of the following circumstances shall apply:

- a) *Where the full width of road is proposed to be stopped and public access will be removed as a result of the road being stopped; or*
- b) *The road stopping could injuriously affect or have a negative or adverse impact on any other property; or*
- c) *The road stopping has, in the judgment of the Council, the potential to be controversial; or*
- d) *If there is any doubt or uncertainty as to which procedure should be used to stop the road.*

The Local Government Act process requires public notification of the proposal. This involves erecting signs at each end of the road to be stopped, sending letters to adjoining owners/occupiers and at least two public notices a week apart in the local newspaper. Members of the public have 40 days in which to object.

The Public Works Act 1981 road stopping procedure may be adopted when the following circumstances apply:

- e) *Where the proposal is that a part of the road width be stopped and a width of road which provides public access will remain.*
- f) *Where no other person, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping;*
- g) *Where other reasonable access will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).*

As the full width of the road is to be stopped it is proposed that Local Government Act 1974 procedure be adopted for this application.

An application to stop a road under the Local Government Act 1974 requires public consultation with the members of the public having the right to object to proposal.

Council's Roding Policy states that:

If an objection is received then the applicant will be provided with the opportunity to consider the objection and decide if they wish to continue to meet the costs for the objection to be considered by the Council and the Environment Court.

If an objection is received and it is accepted by the Council then the process will be halted and the Council may not stop the road.

If the objection is not accepted by the Council then the road stopping proposal must be referred to the Environment Court for a decision. The applicant is responsible for meeting all costs associated with defending the Council's decision in the Environment Court.

Community Board Recommendation

A report on this matter was presented to the Cromwell Community Board (the Board) for consideration at their meeting of 20 June 2022.

On consideration the Board resolved (Resolution 22.4.6) to recommend to Council that they agree to the proposal to stop approximately 0.6447 hectares of unformed legal road (described as Section 3 SO 517714 being Flora Street), and to vesting the of the land in Council as a Local Purpose (Amenity) Reserve.

4. Financial Considerations

Legislation and Policy determines that all costs associated with a stopping are payable by the applicant. Costs would usually include:

- Survey and Land Information New Zealand fees.
- Purchasing the land at valuation (along with the valuer's fees).
- Public advertising.
- Gazettal.
- Legal fees.

In 2018, Flora Street was surveyed to facilitate the stopping and disposal of Section 2 Survey Office Plan (SO) 517704 (as shown above in figure 3). As SO 517704 has been approved by Land Information New Zealand (LINZ), it can also be used to facilitate the stopping of Section 3.

This means that the only surveying that is required is the creation of the easement diagram.

As the purpose of the stopping is to allow the land to be vested in Council as reserve, it is not proposed that the Road be valued or sold in this instance.

The remaining costs including, public advertising, and the gazettal and legal fees. An estimate of those costs (excluding GST) are outlined in the table below:

Description:	Cost Estimate:
Surveying of Easements	\$ 2,000.00
Public Advertising	\$ 350.00
Gazettal	\$ 4,250.00
Legal Fees	\$ 1,850.00
Total Cost Estimate:	\$ 8,450.00

Table 1 – Estimate of Costs Associated with the Proposed Stopping.

All costs associated with the proposed stopping will be paid as part of the final stage of the Gair Avenue Development project.

This means the costs associated with the stopping and vesting of the land will be offset by income from the sale of sections in the development.

5. Options

Option 1 – (Recommended)

To approve the proposal to stop approximately 0.6447 hectares of unformed legal road (shown as in Section 3 SO 517704 in figure 3) being Flora Street, subject to:

- The provisions of the Local Government Act 1974.
- The public notification process as outlined in the same Act.
- No objections being received within the public notification period.
- The consent of the Minister of Lands.
- The stopped road being classified as Local Purpose (Amenity) Reserve, then vested in Council in accordance with the provisions of the Reserves Act 1977.
- An easement (in gross) in favour of (and as approved by) the Central Otago District Council being registered over all of Section 3 SO 517704.
- Easements (in gross) in favour of (and as approved by) Aurora Energy Limited, and Chorus New Zealand Limited, being created, and registered on the resulting title.
- District Plan designation ('D97') being updated to Local Purpose (Amenity) Reserve.
- The costs being paid from the final stage of the Gair Avenue Development project.

Advantages:

- Gives effect to Resolution 17.7.8 and to Designation 97.
- The proposal provides for the protection of the existing infrastructure.
- Vesting the land as a reserve will protect its amenity value and maintain public access.
- Recognises the provisions of the:
 - Local Government Act 1974,
 - Reserves Act 1977,
 - Electricity Act 1992,
 - Council's Operative District Plan; and,
 - Council's Roading Policy Bylaw.
- The designation will be updated to reflect the existing use of the land.

Disadvantages:

- Aside from the financial implication, there are no disadvantages associated with this recommendation.

Option 2

To not approve the proposal to stop approximately 0.6447 hectares of unformed legal road (shown as in Section 3 SO 517704 in figure 3) being Flora Street.

Advantages:

- There are no financial implications associated with this recommendation.

Disadvantages:

- Does not give effect to Resolution 17.7.8 or to Designation 97.
- Does not protect the amenity value of the land or maintain public access as intended under Resolution 17.7.8 or Designation 97.
- The designation will not be updated to reflect the existing use of the land.
- Does not recognise the provisions of the:

- Local Government Act 1974,
- Reserves Act 1977,
- Electricity Act 1992,
- Council's Operative District Plan; and,
- Council's Roading Policy Bylaw.

6. Compliance

Local Government Act 2002 Purpose Provisions	<p>The provisions of the Local Government Act 2002 have been considered and will be met by this proposal.</p> <p>The recommendation supports the democratic decision-making process by giving effect to the intentions of Resolution 17.7.8 and to Designation 97.</p> <p>The proposed vesting of the resulting title will secure ongoing public access and will protect the amenity value of the land.</p>
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	<p>Council's Road Stopping Policy applies to this application. Consideration of this policy has ensured that the appropriate statutory process has been chosen.</p> <p>The proposal is also consistent with the Local Government Act 1974, the Reserves Act 1977 and with the provisions of Council's District Plan.</p>
Considerations as to sustainability, the environment and climate change impacts	<p>No sustainability, environmental or climate change impacts are related to the decision.</p>
Risks Analysis	<p>There are not risks to Council are associated with the recommended option.</p> <p>However, while Flora Street remains legal road, there is risk that a request for it to be formed could be made in conjunction with a future development.</p>
Significance, Consultation and Engagement (internal and external)	<p>The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.</p> <p>The proposal to stop the road is subject to the public consultation. The public consultation process prescribed in Schedule 10 of the Local Government Act 1974. The consultation process includes:</p> <ol style="list-style-type: none"> 1. Onsite advertising of the proposal to stop the road (at each end of the road to be stopped). 2. Publicly advertising notice of the proposal in (a) local newspaper(s)

	<ol style="list-style-type: none">3. Serving the same notice on all occupiers of land adjoining the road to be stopped.4. Publishing notice of the completed stopping in the New Zealand Gazette.
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7. Next Steps

The following steps have been/will be taken to implement the stopping of the road and the vesting of the land:

1. Community Board approval 21 June 2022
2. Council approval 6 July 2022
3. (Stopping to run in conjunction with the final stage of the Gair Avenue development)

7. Attachments

Nil

Report author:



Linda Stronach
Team Leader - Statutory Property
18/06/2022

Reviewed and authorised by:



Quinton Penniall
Infrastructure Manager
23/06/2022

22.5.5 SPEED LIMIT CHANGES

Doc ID: 582900

1. Purpose of Report

To consider changes to speed limits in Central Otago, including updates made through consultation. To consider transferring from the current bylaw process to the new National Land Speed Register process.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Directs a transfer from the bylaw process to the National Land Speed Register process as the legal mechanism for making speed limit changes as of 1 August 2022.
- C. Repeals the Speed Limit Bylaw 2007 as of 1 August 2022.
- D. Notes the level of engagement and thanks all submitters for their contribution.
- E. Approves speed limit changes to be made as consulted on in the Speed Limit Bylaw Statement of Proposal in full, with the following changes:
 - Conroys Road, Alexandra to have a single 80km speed limit for the entire street with a new curve advisory sign to be installed
 - Crawford Hills Road and Galloway Road, Galloway to remain at 100km.
 - Updates to speed limits on Roxburgh East Road to 40km over the Roxburgh Dam and 100km on the approaches as outlined in Map 6.
 - Radford Road, Lowburn to reduce to 80km.
 - Cornish Point Road to have a speed limit of 60km for its entirety.
 - Hall Road, Bannockburn (in the portion outlined in Map 13) and Pipeclay Gully Road (entire road) in Bannockburn to reduce to 50km
 - Richards Beach Road to have a speed limit of 50km for its entirety.
 - A 50km speed zone to be retained for the Naseby Urban Area.
 - Swimming Dam Road in Naseby to have a speed limit of 30km from the campground to the dam, as outlined on Map 17.
 - The approaches to Naseby to retain present speed limits as outlined on Map 17.
 - Goff Road, Naseby to remain at the present speed limit.
 - Pearson Road and Sandflat Road, Cromwell to remain at 100km, with further consultation planned
 - Earnsclough Road, Clyde 50km zone extended to Hawksburn Road as outlined on Map 5.
 - Little Valley Road speed limit reduced to 80km as outlined on Map 3.
- F. Recommends the following roads be subject to further consultation on their speed limits:
 - Gilligan's Gully, Alexandra, subject to further data from traffic counting.

- Letts Gully Road, Alexandra.
- Fruitgrowers Road, Clyde.
- Lauder Road, Lauder.
- Bannockburn Road from Bannockburn Bridge to the Cromwell Urban Zone.
- Pearson Road, Cromwell.
- Sandflat Road, Cromwell.
- Cambrians Road, Cambrians, with specific request for an indication of preferred speed between 50km, 40km, and 30km.
- St Bathans Urban Area, with specific request for an indication of preferred speed between 50 km, 40km, and 30km.
- Clark Road, Pisa Moorings, for consideration at 80km along its entirety.

2. Background

Council approved a Statement of Proposal for the proposed Speed Limit Bylaw 2022 for consultation on 9 March 2022 (Resolution 22.2.2). A Hearings Panel was appointed consisting of Cr Stuart Duncan, Cr Tracy Paterson, and Cr Tamah Alley.

Consultation was open from 11 March - 12 April 2022. The campaign had a good level of engagement with:

- 1,879 aware participants (those who viewed the information on the project page of the consultation website),
- 1,469 informed participants (those who viewed the project page, downloaded a document and/or read an FAQ),
- 191 engaged participants who completed the survey online.

In total, 207 submissions were received. This was made up of:

- 191 completed online via Council's Let's Talk consultation website.
- 11 hard copies.
- 5 submissions received via email.

The results from all submissions included:

- 37% of respondents support the proposal.
- 20% of respondents do not support the proposal.
- 43% of respondents support the proposal in part.

Attachments to this report detail the engagement undertaken, submission themes and results, and demographic data.

In written submissions, 37 submitters indicated they would like to speak at a panel. All were contacted to ensure they were able to speak, if still interested.

The Hearing was held on 7 June 2022. All submissions were considered, including all written submissions, and a total of 19 submitters spoke (including individuals, pairs, and organisations).

The Hearings Panel considered all submissions received through the deliberations – including both oral and written submissions.

A copy of specific streets or areas discussed has been attached. Deliberations also included discussion of all maps in full.

Submitter feedback on specific streets broadly fell in the following categories:

- Support for a reduction at specific streets.
- Request for a reduction in speed limits at a new location not consulted on.
- Request for a further reduction in speed at a location consulted on, to a lower level than the limit consulted on.
- Opposition to a reduction in speed at a specific location.

Although the new speed locations have been suggested through consultation, the community has not had an opportunity to consider the merits and impacts of each. Subsequently, many of the new speed locations proposed would require a further round of consultation to be carried out.

Advice on the consultative requirement of each new speed limit location request was provided. Some efficiency may be achieved by combining this consultation with the future School Speed Zone changes.

It was noted to the panel that a request would come to this meeting to transfer from the bylaw process to the new National Speed Limit Register process.

3. Discussion

National Land Speed Register

A transfer in process from the Speed Limit Bylaw 2022 to a new process is recommended.

The new Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022.

Under the former rule, a bylaw was the legal mechanism for speed limit changes. The new rule provides a new process, the National Speed Limit Register, as the legal mechanism for speed limit changes.

The new rule had been signalled and consulted on but delayed on several occasions. Given the risk of further delay, and the need to update a number of speed limit settings, Council chose to proceed with a Speed Limit Bylaw under the existing rule; with an intention to transfer to the new rule if it came into force during the process.

As the new rule is now in place, it is recommended that the Speed Limit changes now transfer from the bylaw process to the National Speed Limit Register.

The implications of the change in process are not expected to impact the community. They involve technical adjustments to the way speed limits are managed and administered and will be managed entirely by staff. There are technical efficiencies and benefits to be made by transferring to the new process, including measures simplifying the compliance process.

Consultation remains a vital part of the process when setting speed limits and the consultative process was carried out with the knowledge this change was likely.

The new speed limits will still go into force at 00.01 on 1 August 2022.

Repeal of existing bylaw

The existing Speed Limit Bylaw 2007 is now out of date and out of alignment with the changes made through the current process.

It is recommended to repeal the existing Speed Limit Bylaw 2007 as of 00.01 on 1 August 2022 to facilitate the transfer to the National Land Speed Register as the new legal mechanism for managing speed limits in Central Otago.

Panel recommendations

Recommendations from the panel include updates to 23 streets or areas as a result of submitter feedback. This is made up of:

- 14 changes to the current proposal as a direct result of submitter feedback.
- 2 further changes to the current proposal as a result of technical adjustments – one of which was also requested through submitter feedback.
- 8 further changes requested through feedback have been recommended for community consultation.

The 14 changes to the current proposal are:

Conroys Road, Alexandra

Conroys Road is currently a 100km speed zone.

The consultation document proposed three speed areas, with two 80km speed zones and one 60km speed zone.

The panel recommend a single 80km speed zone for Conroys Road.

Crawford Hills Road, Galloway

Crawford Hills Road is currently a 100km speed zone.

The consultation document proposed a reduction to 80km for the entire street.

The panel recommend the 100km speed limit be retained for Crawford Hills Road.

Galloway Road, Galloway

Galloway Road is currently a 100km speed zone.

The consultation document proposed a reduction to 80km for the entire street.

The panel recommend the 100km speed limit be retained for Galloway Road.

Roxburgh East Road, Roxburgh

Roxburgh East Road is currently a 100km speed zone with a limit over the dam.

The consultation document proposed five speed zones ranging from 40-100km.

The panel recommended adjustments to these speed zones outlined on Map 6 (attached).

Radford Road, Lowburn

Radford Road is currently a 100km speed zone.

A request was received to reduce the speed zone to 80km to align with changes on Swann Road.

The panel recommend this adjustment take place.

Cornish Point Road, Bannockburn

Cairnmuir Road in Bannockburn becomes Cornish Point Road. The existing speed limit is 70km.

A 60km speed zone was proposed, dropping to 50km at the end of Cornish Point Road.

In response to feedback, the panel recommend Cornish Point Road remain at 60km for its entirety.

Richards Beach Road, Cromwell

Richards Beach Road has a 100km speed zone.

It was proposed to reduce the speed limit to 50km in the sealed section, with the unsealed section to retain a 100km speed zone.

In response to feedback, the panel recommend a 50km speed limit for the entirety of Richards Beach Road.

Naseby Urban Area

The Naseby Urban Area has a 50km speed zone.

It was proposed to reduce the speed limit to 40km throughout the urban area.

In response to feedback, the panel recommend the 50km speed limit remain in place in Naseby.

The panel recommend a reduction to 30km for Swimming Dam Road in Naseby in the portion between the campground and the dam. This is outlined on Map 17 (attached).

Approaches to Naseby Urban Area

Reductions in speed were proposed to the approaches to the Naseby Urban Area.

A reduction from 70km to 60km was proposed for Ranfurly-Naseby Road, and from 100 to 60 for a portion of Danseys Pass Road.

In response to feedback, the panel recommend the original speed settings of 70km and 100km be retained. This is outlined on Map 17 (attached).

Goff Road, Ranfurly

Goff Road has a 100km speed limit in the area between Ranfurly Wedderburn Road and Northland Street.

It was proposed to reduce the speed limit to 80km.

In response to feedback, the panel recommend the 100km speed limit be retained.

Pearson Road, Bannockburn

Pearson Road has a speed limit of 100km.

It was proposed to reduce the speed limit to 80km.

In response to feedback, the panel recommend the 100km speed limit be retained while further consultation is carried out in the portion of Bannockburn covering Pearson Road, Sandflat Road, and a section of Bannockburn Road (between the Pearson Road intersection and Cromwell Urban Speed Zone).

Sandflat Road, Bannockburn

Sandflat Road has a speed limit of 100km.

It was proposed to reduce the speed limit to 80km.

In response to feedback, the panel recommend the 100km speed limit be retained while further consultation is carried out in the portion of Bannockburn covering Pearson Road, Sandflat Road, and a section of Bannockburn Road (between the Pearson Road intersection and Cromwell Urban Speed Zone).

Earnscleugh Road, Clyde

Earnscleugh Road changes from 100km to 50km under current settings in the portion encompassing the Paulin Road and Fruitgrowers Road intersections, outlined on Map 5.

It was proposed to reduce the speed limit to 50km in this area.

In response to feedback, the panel recommend extending the 50km zone further to Hawksburn Road.

Little Valley Road, Alexandra

Little Valley Road has varied speed zones.

It was proposed to reduce a portion of the road to 60km, with a remaining portion retaining a 100km speed limit.

In response to feedback, the panel recommend a further reduction from 100km to 80km for the remaining portion.

The two further changes recommended are:

Hall Road, Bannockburn

An extension of the urban traffic zone has been recommended for a portion of Hall Road included in Map 13 in response to feedback and technical adjustment.

Pipeclay Gully Road, Bannockburn

It is recommended to extend the 50km urban traffic zone into Pipeclay Gully Road for consistency with the Hall Road proposal.

The panel recommends the following roads be subject to further consultation on their speed limits as a result of feedback:

- Gilligans Gully, Alexandra
- Letts Gully Road, Alexandra
- Fruitgrowers Road, Clyde
- Lauder Road, Lauder
- Bannockburn Road, Bannockburn – portion from Bannockburn Bridge to current 50km zone. Further consultation on Pearson Road and Sandflat Road to be undertaken concurrently.
- Cambrians Road, Cambrians
- Clark Road, Pisa Moorings
- St Bathans urban area

A formal proposal will be put together on these locations for formal consultation, returning to a future meeting.

School speed zones

Although not related to current decision making, it is noted that the new Land Transport Rule: Setting of Speed Limits 2022 includes changes to the way school speed zones are managed.

Council chose not to consult on school speed zones until the new rule was in force.

Now the new rule is in place, the school speed zones work will be developed and presented to council for permission to consult.

There is an opportunity to achieve efficiency by combining school speed zone consultation with the new round recommended by the Hearings Panel.

4. Financial Considerations

All physical changes, including signage and other works, have been accounted for under current budgets.

There would be a small cost incurred by retaining the bylaw process, as new updated maps would need to be created at Council's expense. Digital mapping updates would form part of the National Speed Limit Register process.

Further consultation can be accommodated. Some efficiency can be achieved by combining the consultation with the pending School Speed Zones consultation.

5. Options

Option 1 – (Recommended)

Approve the updated speed limit change proposal as recommended by the Hearings Panel and transfer from the bylaw process to the National Speed Limit Register process.

Advantages:

- Safety risks with current speed settings are addressed and more appropriate settings put in place.
- Follows due process as set out in the Local Government Act 2002.
- Decision making is aligned with community feedback and expectations.
- Speed management more easily complies with new Land Transport Rule: Setting of Speed Limits 2022.
- Efficiencies in future management of speed limit settings can be achieved under the National Speed Limit Register process.

Disadvantages:

- Minimal initial cost associated with physical works and communications.

Option 2

Approve all recommendations from the Hearings Panel and retain the bylaw process as the legal mechanism for making changes.

Advantages:

- None.

Disadvantages:

- Extra costs related with updating maps and more complex bylaw process
- More technically complex process for future updates to speed settings.
- Further complexity in complying with the new Land Transport Rule: Setting of Speed Limits 2022.
- Speed limit data will still need to be provided to Waka Kotahi and continual updates maintained.

Option 3

Do not approve recommendations from the Hearings Panel under either process. Speed limit changes would be made as listed in the Statement of Proposal.

Advantages:

- Some updates to speed limit settings would take place and safety risks with current speed settings addressed.

Disadvantages:

- Not responsive to community consultation and out of alignment with community expectations.

Option 4

Adjustments could be made to the recommendations from the Hearings Panel.

Advantages:

- Enables discussion of concerns relating to specific locations and may further inform future consultative processes.

Disadvantages:

- Current recommendations balance community feedback, technical advice, and legal considerations. Adjustments would change the risk balance in these areas.

Option 5

Do not approve any changes. No speed limit updates to be made and existing settings retained.

Advantages:

- None.
- Minimal initial cost savings.

Disadvantages:

- Unsafe speed settings are retained.
- Does not meet community expectations.
- Speed settings are inappropriate for the level of growth in Central Otago.
- Speed limit data will still need to be provided to Waka Kotahi.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by making changes to the proposal as a direct result of community consultation.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The decision is consistent with other Council plans and policies. The decision is consistent with guidance and direction from Waka Kotahi.
Considerations as to sustainability, the environment and climate change impacts	Sustainability and climate change impacts have been raised in submissions, including greenhouse gas emissions and the impact of

	speed limits on walking, cycling, and other active modes of transport.
Risks Analysis	<p>The proposal seeks to reduce the risk to health and safety on the district roading network. There is some risk in health and safety settings when recommending higher speed limits. Technical consideration has been given to mitigate these risks.</p> <p>Some submissions have requested lower speed limits be considered on streets that were not included in the original bylaw proposal. There is some risk in making changes at locations where sufficient consultation has not taken place with all affected parties. Advice was given on each suggested change to mitigate this risk.</p>
Significance, Consultation and Engagement (internal and external)	<p>The hearing took place as part of the consultation process under the Local Government Act 2002 and Council's Significance and Engagement Policy.</p> <p>Some further decision making will require additional consultation under both the Act and the Policy.</p>

7. Next Steps

The new speed limits will go into force at 00.01am on 1 August 2022.

Arrangements are in place to ensure all signage is updated.

A communications plan will be developed to update the community of the new speed limits.

The areas proposed for further consultation will undertake technical evaluation and return as a full proposal in either the fourth quarter 2022 or first quarter 2023, as other business allows.

8. Attachments

Appendix 1 - Updated Speed Limit Maps [aerial view] [↓](#)

Appendix 2 - Speed Limit Bylaw Statement of Proposal [↓](#)

Appendix 3 - Speed Limit Draft Bylaw as published during consultation [↓](#)

Appendix 4 - Consultation Engagement Report [↓](#)

Appendix 5 - Consultation Feedback Report [↓](#)

Appendix 6 - Consultation Demographic Data [↓](#)

Appendix 7 - Summary of specific streets raised in submitter feedback with panel recommendations [↓](#)

Appendix 8 - Technical adjustments considered by the panel [↓](#)

Appendix 9 - Written submissions [↓](#)

Appendix 10 - Supporting information provided by Michael Hope [↓](#)

Appendix 11 - Supporting information provided by Brian Kirk [↓](#)

- Appendix 12 - Supporting information provided by Amanda Beaumont** [↓](#)
- Appendix 13 - Supporting information provided by Public Health South** [↓](#)
- Appendix 14 - Supporting information provided by Julie Cairns** [↓](#)
- Appendix 15 - Petition received regarding Little Valley Road [1]** [↓](#)
- Appendix 16 - Petition received regarding Little Valley Road [2]** [↓](#)

Report author:

Reviewed and authorised by:

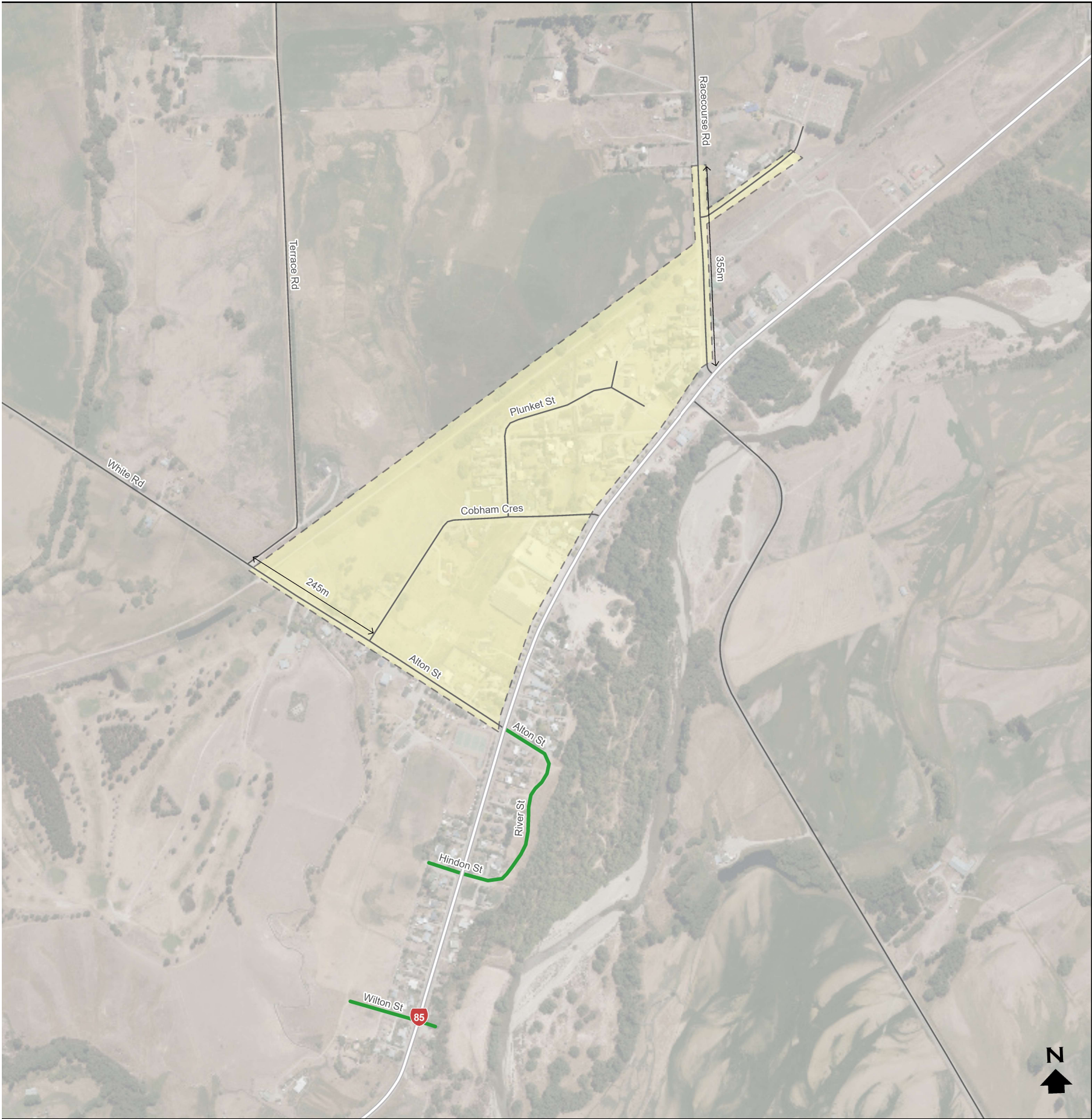


Alix Crosbie
Senior Strategy Advisor
9/06/2022



Saskia Righarts
Chief Advisor
14/06/2022

JMIAKAU



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

50

State Highways (excluded from bylaw)

NOTES

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSES OF THE BYLAW
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE OF THE ROAD TO THE OTHER UNLESS SHOWN OTHERWISE, BY THE SHORTEST DISTANCE
4. ALL SPEED LIMIT BOUNDARIES MARKED ALONG A ROAD ARE DEEMED TO RUN ALONG THE EDGE OF THE CARRIAGEWAY
5. ALL ROADS SHOWN ON THESE MAPS OUTSIDE AN URBAN TRAFFIC AREA HAVE A SPEED LIMIT OF 100km/hr, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT
6. THIS MAP IS PART OF THE CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS BYLAW 2022
7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

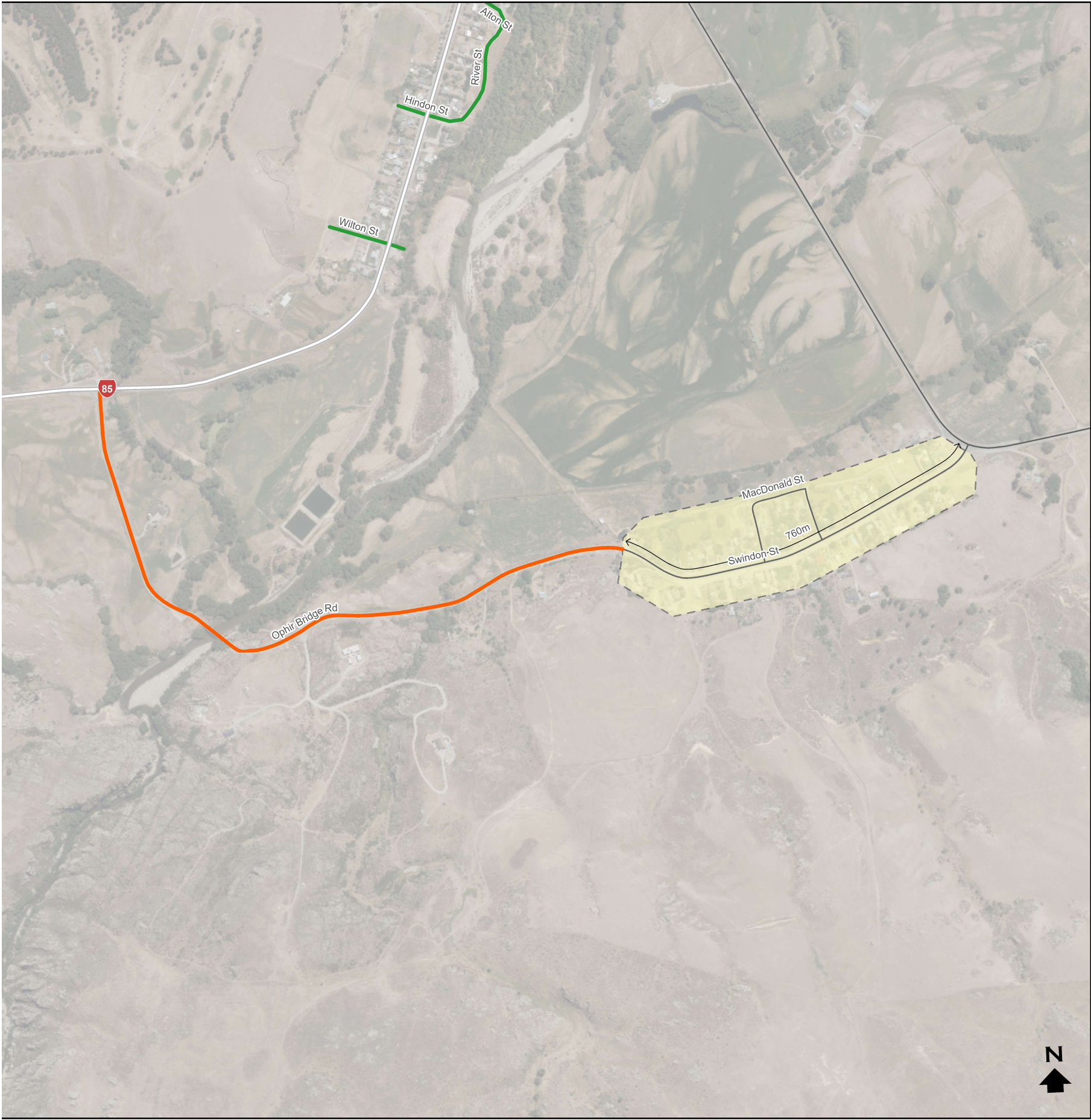
APPROVED:	PLAN NO:
<div>Mayor</div>	CODCSL-1
<div>Chief Executive Officer</div>	
DATE: <div></div>	
	Map 1 of 21



Scale: 1:7,000



JPHIR



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

50

60

State Highways (excluded from bylaw)

NOTES

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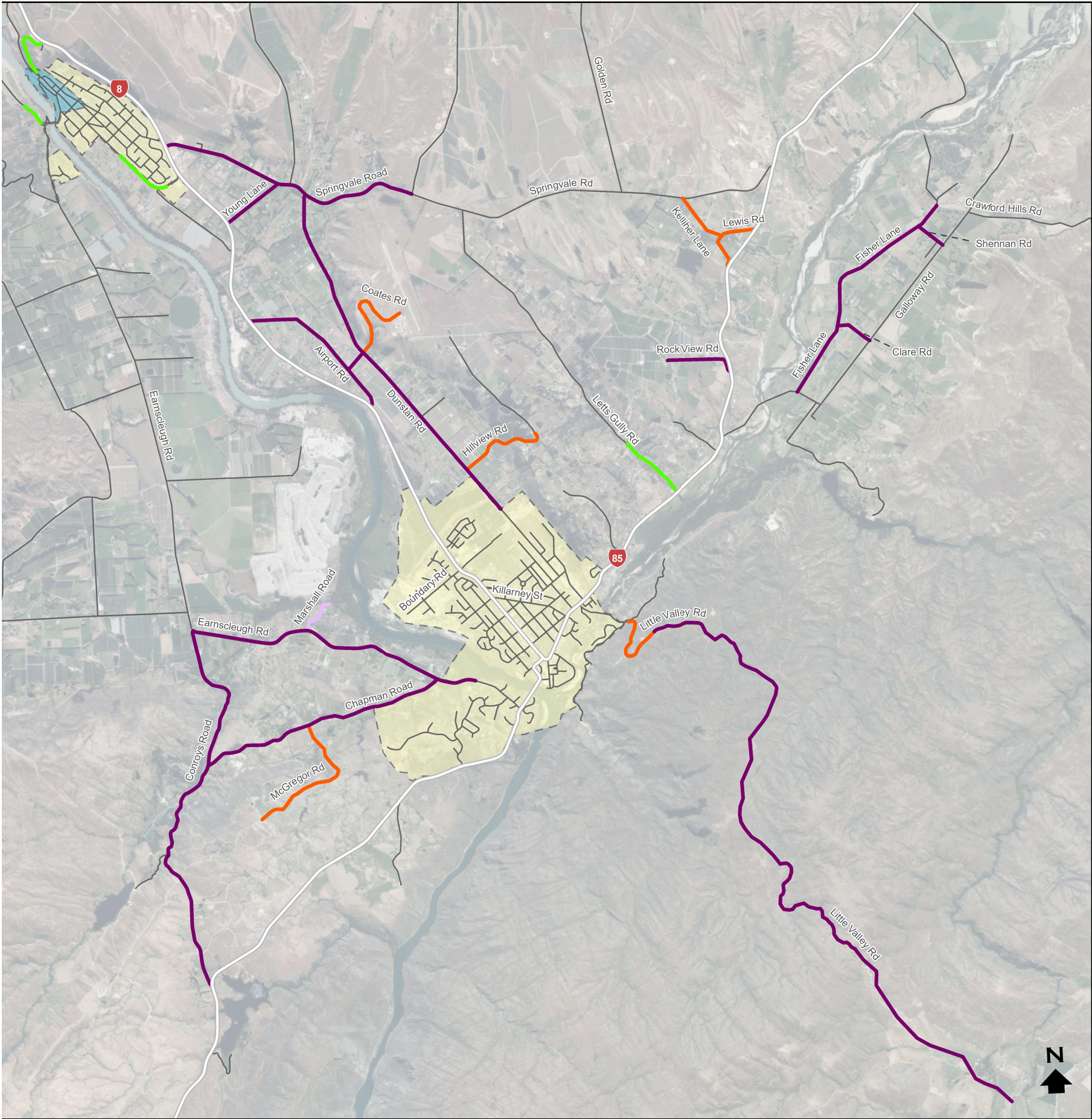
APPROVED:	PLAN NO:
Mayor	CODCSL-2
Chief Executive Officer	
DATE:	Map 2 of 21

0 500 Metres

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ALEXANDRA AND CLYDE - OVERVIEW



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

30

50

Rural roads

40

70

60

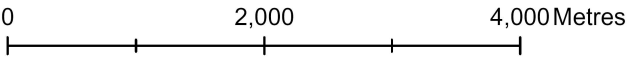
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State Highways (excluded from bylaw)

NOTES

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

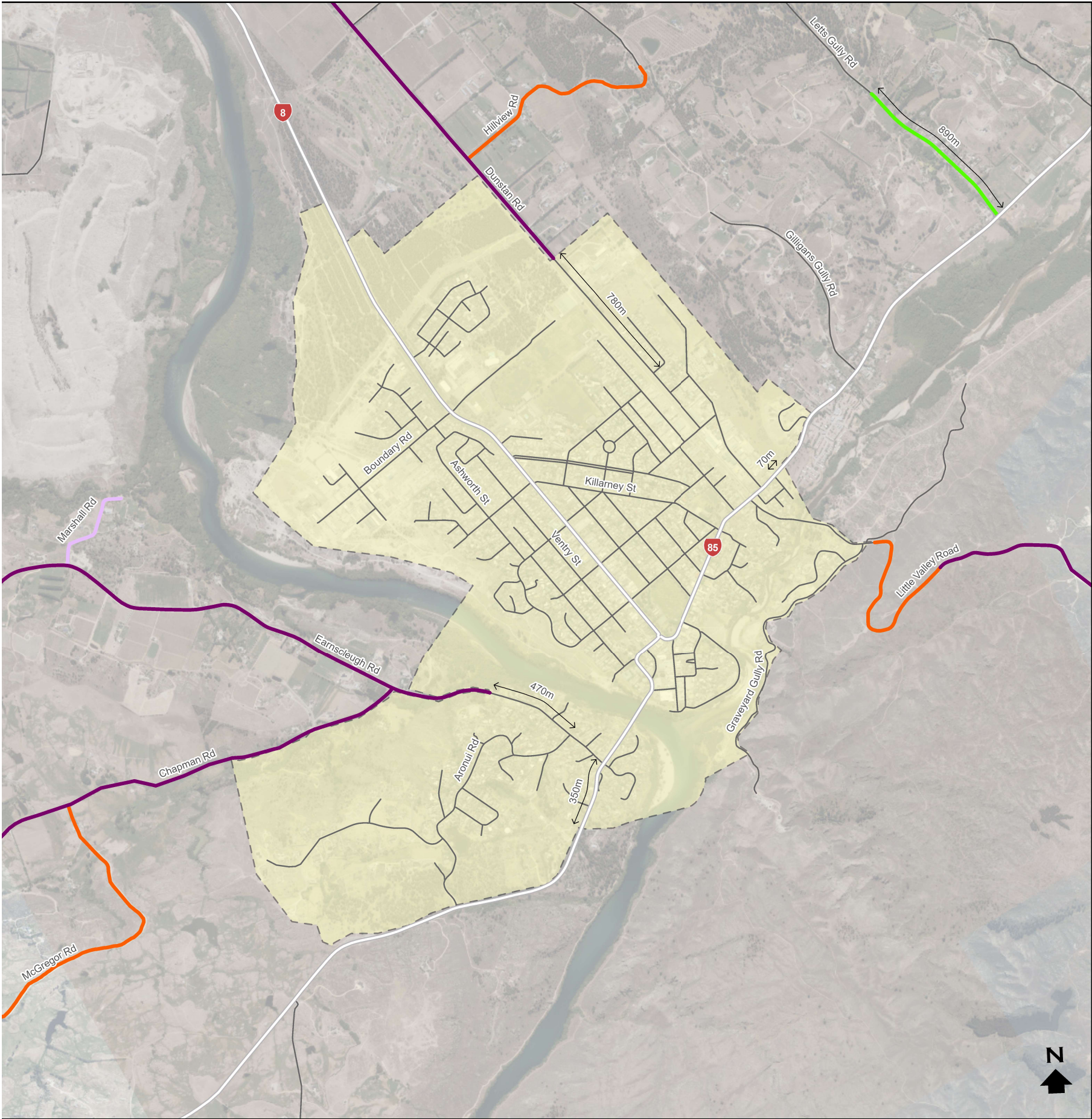
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Mayor	CODCSL-3
Chief Executive Officer	
DATE:	
	Map 3 of 21



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ALEXANDRA



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

40

70

60

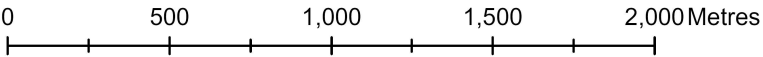
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State Highways (excluded from bylaw)

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

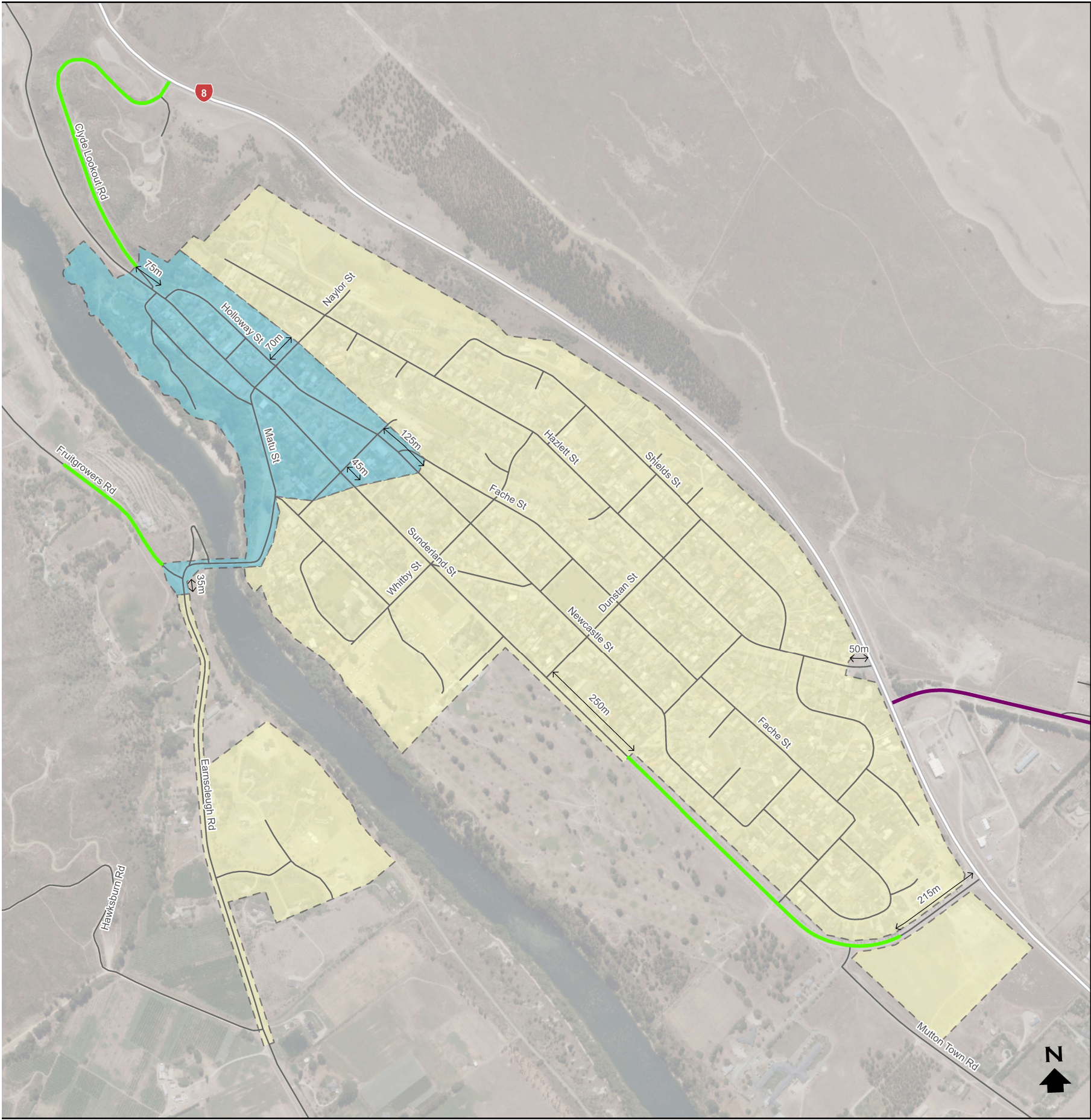
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<div>Mayor</div>	CODCSL-4
<div>Chief Executive Officer</div>	
DATE:	Map 4 of 21



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CLYDE



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

30

50

Rural roads

70

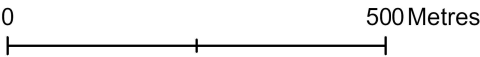
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State Highways (excluded from bylaw)

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

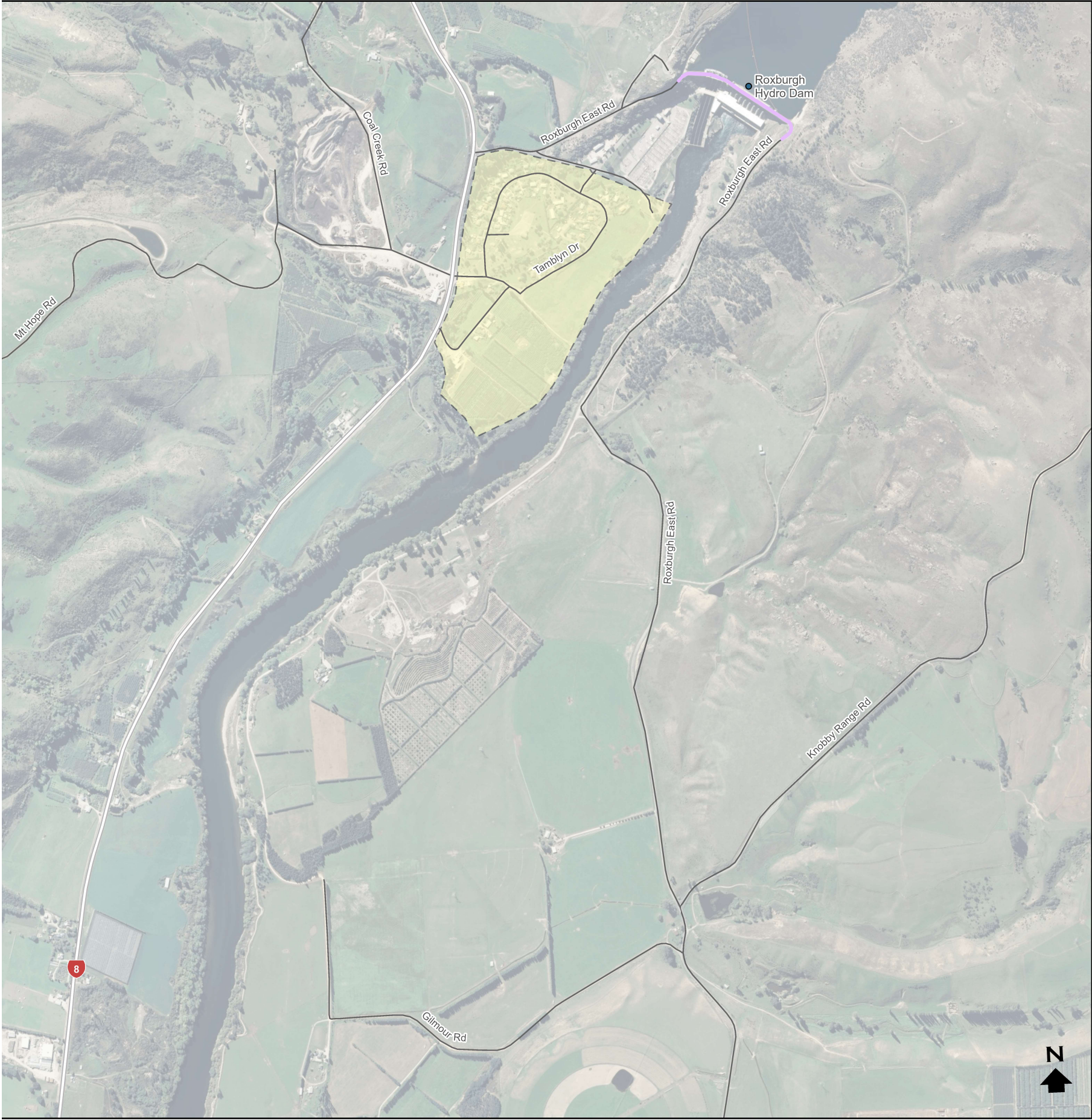
APPROVED:	PLAN NO:
Mayor	CODCSL-5
Chief Executive Officer	
DATE:	Map 5 of 21



Scale: 1:9,000



LAKE ROXBURGH VILLAGE



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

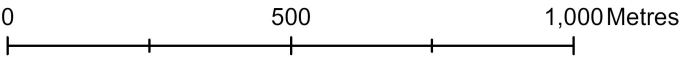
40

State Highways (excluded from bylaw)

NOTES

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSES OF THE BYLAW
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE OF THE ROAD TO THE OTHER UNLESS SHOWN OTHERWISE, BY THE SHORTEST DISTANCE
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5. ALL ROADS SHOWN ON THESE MAPS OUTSIDE AN URBAN TRAFFIC AREA HAVE A SPEED LIMIT OF 100km/hr, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT
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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

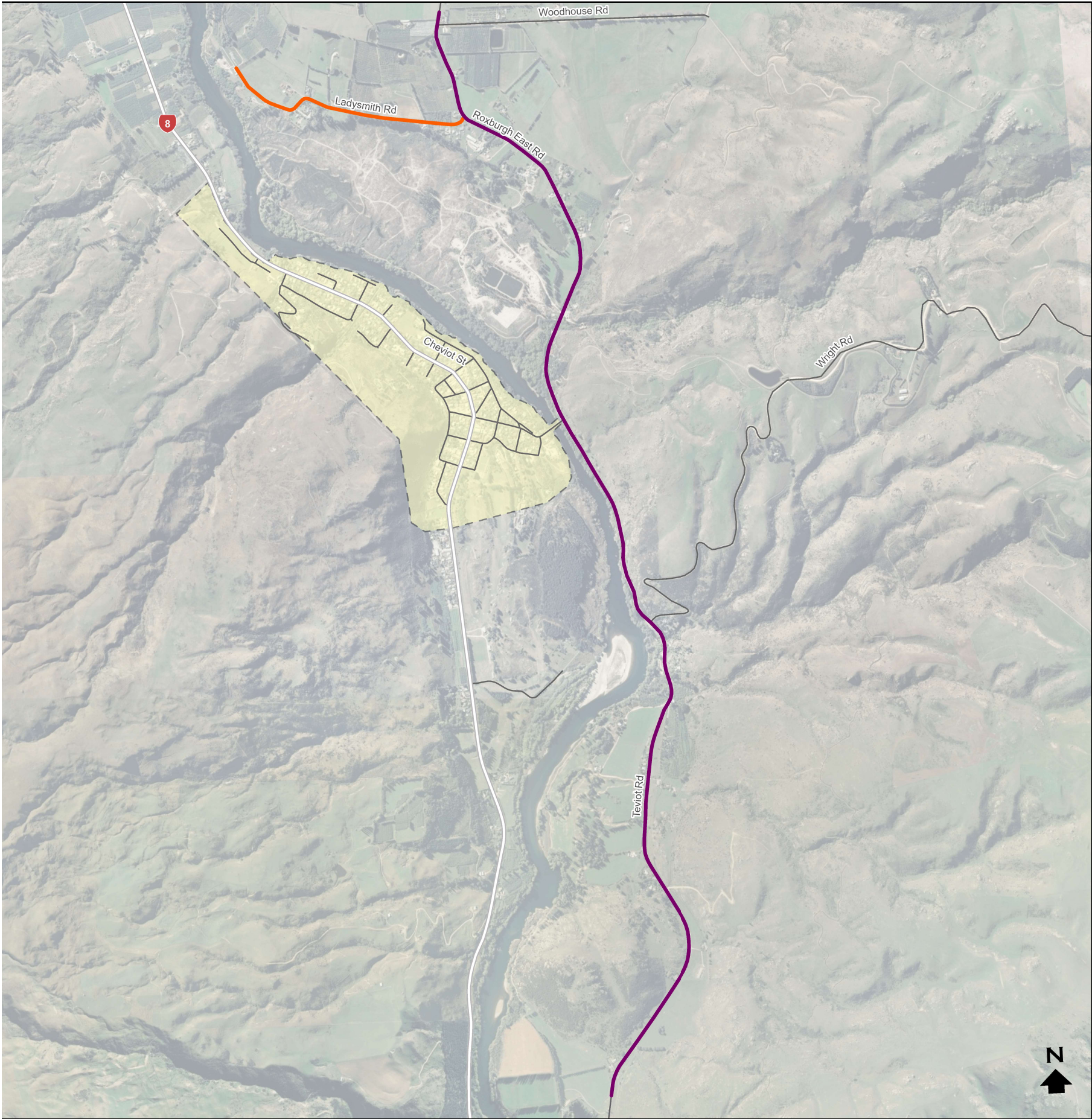
APPROVED:	PLAN NO:
Mayor	CODCSL-6
Chief Executive Officer	
DATE:	Map 6 of 21



Scale: 1:12,000



ROXBURGH



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

60

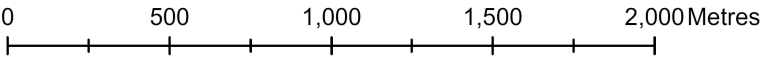
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State Highways (excluded from bylaw)

NOTES

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

APPROVED:	PLAN NO:
Mayor	CODCSL-7
Chief Executive Officer	
DATE:	Map 7 of 21



Scale: 1:21,000



VILLERS FLAT



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

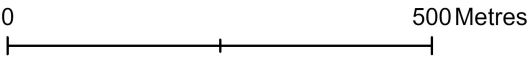
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State Highways (excluded from bylaw)

NOTES

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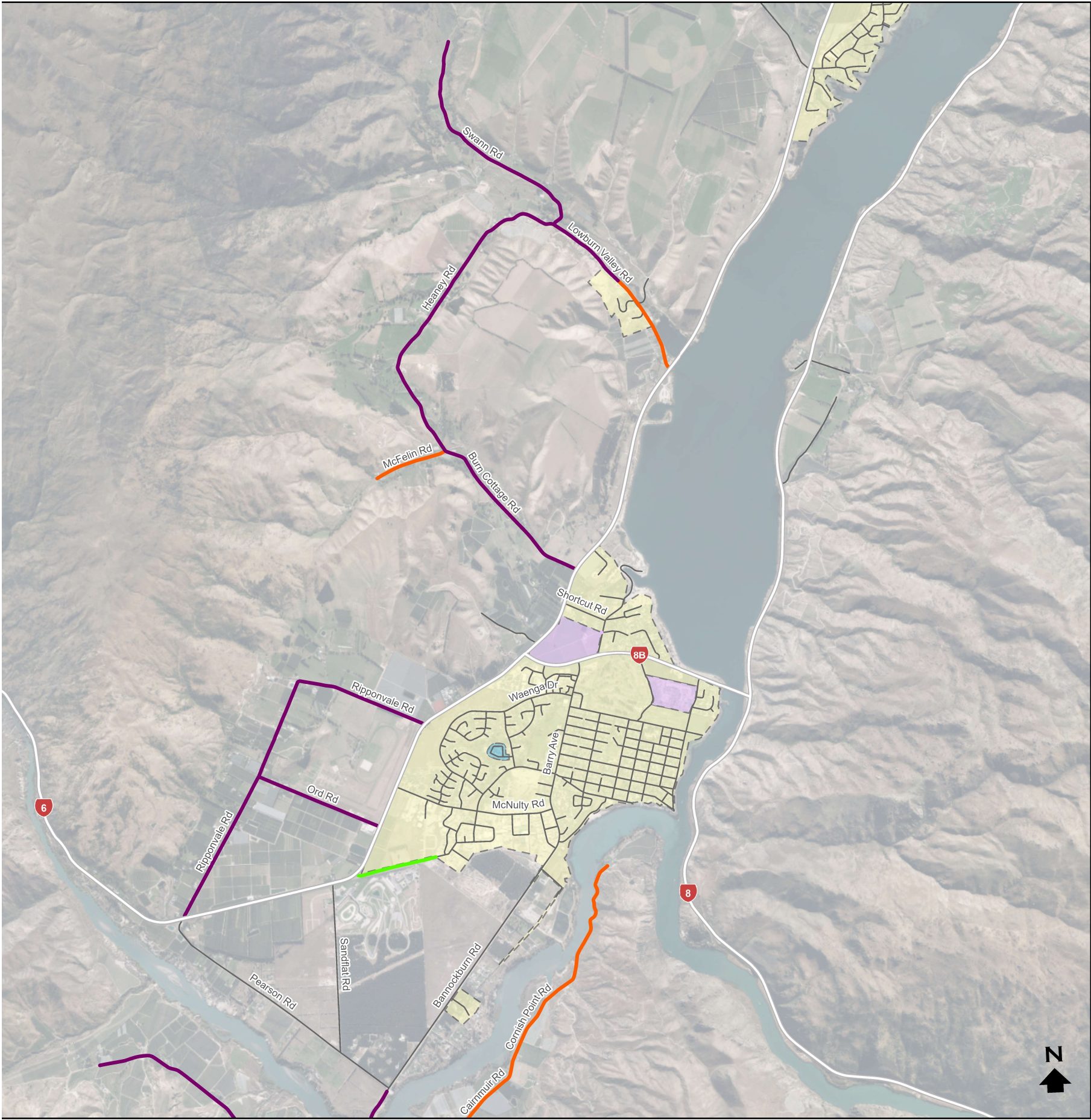
APPROVED:	PLAN NO:
Mayor	CODCSL-8
Chief Executive Officer	
DATE:	Map 8 of 21



Scale: 1:8,000



FROMWELL AND LOWBURN OVERVIEW



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

- 30
- 40
- 50

Rural roads

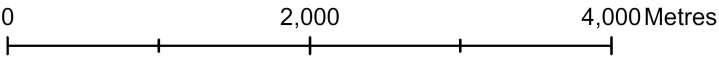
- 40
- 70
- 60
- 80

State Highways (excluded from bylaw)

NOTES

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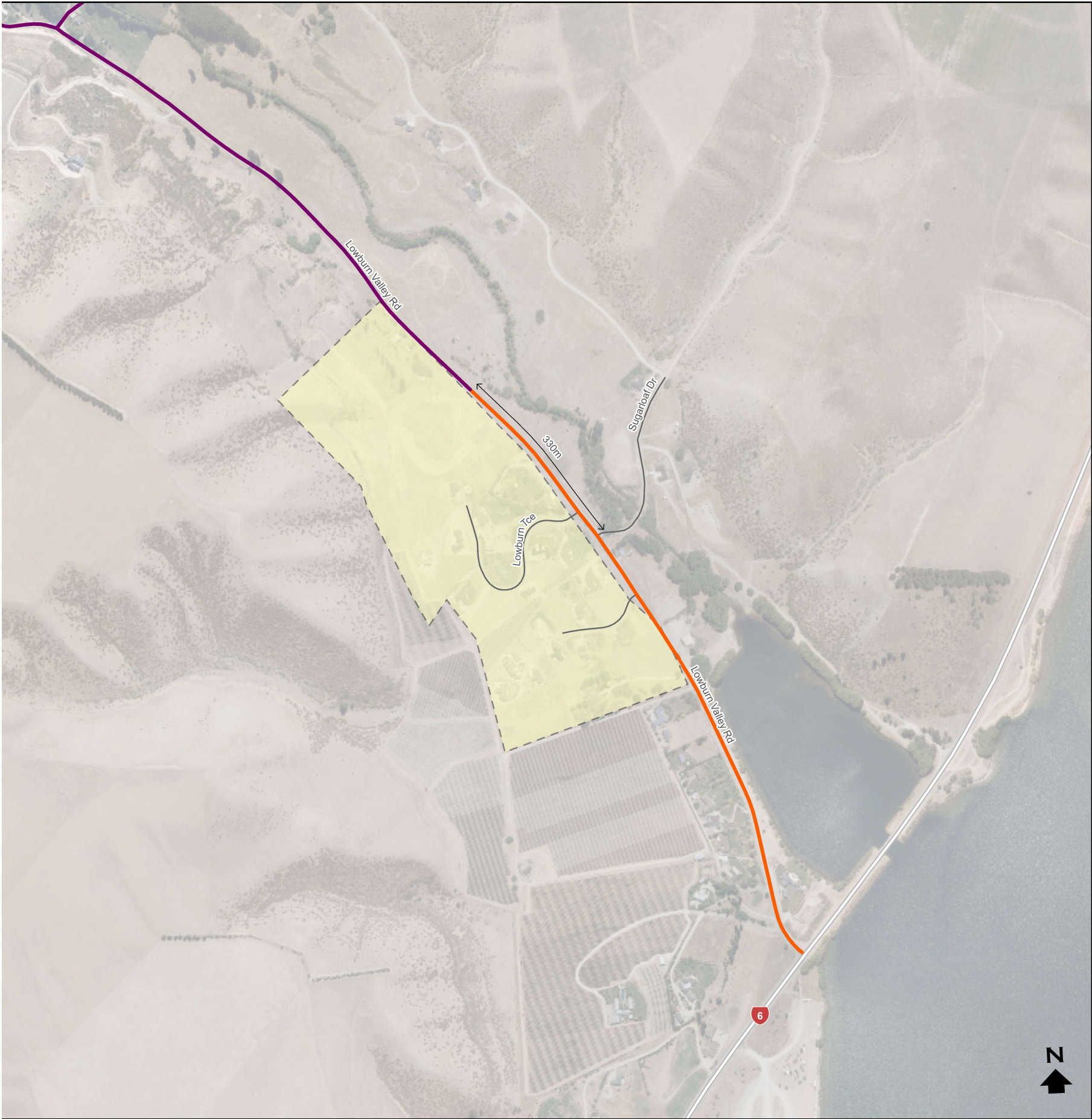
APPROVED:	PLAN NO:
Mayor	CODCSL-9
Chief Executive Officer	
DATE:	Map 9 of 21



Scale: 1:45,000



LOWBURN



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

60

80

State Highways (excluded from bylaw)

NOTES

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

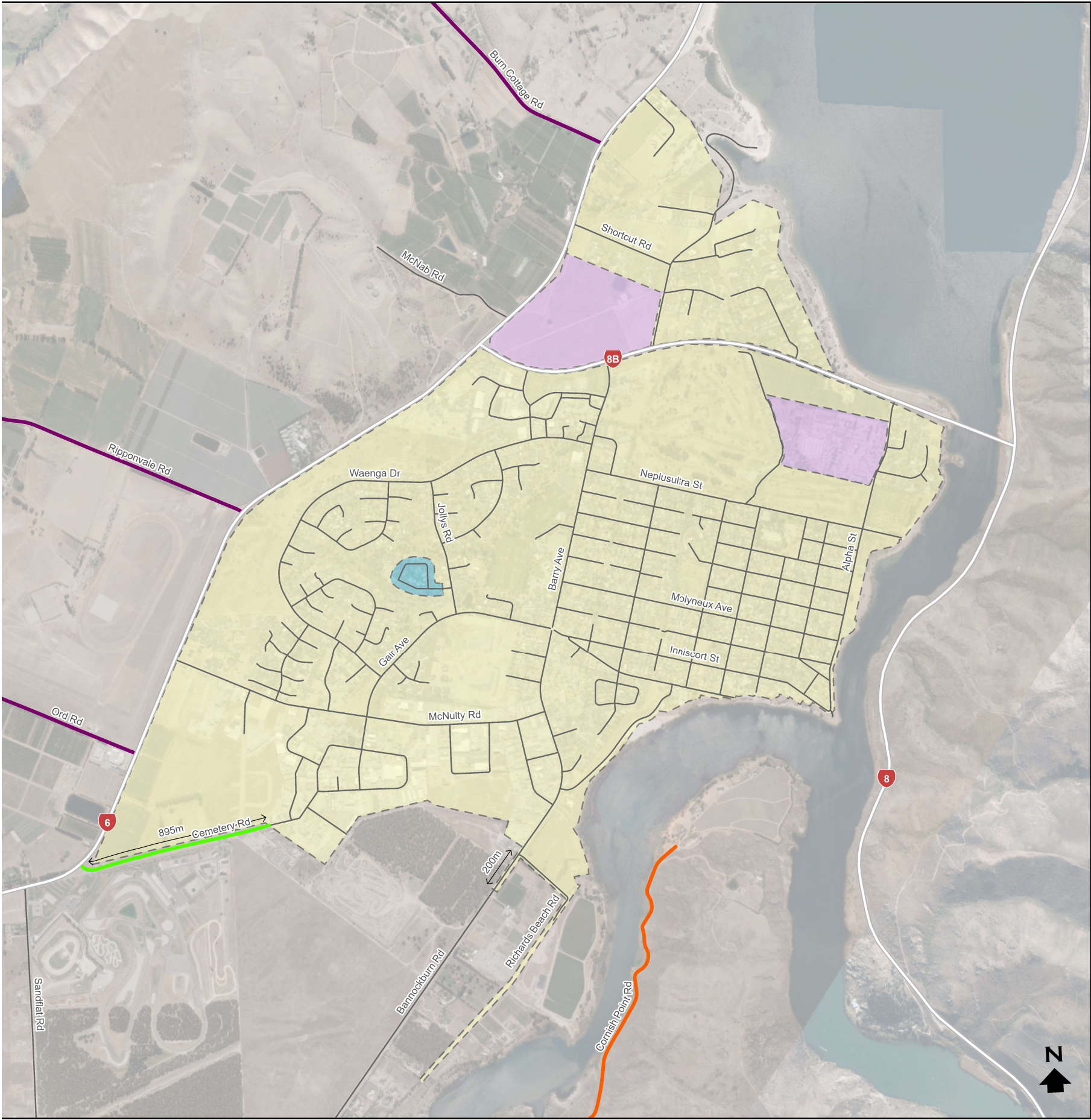
APPROVED:	PLAN NO:
Mayor	CODCSL-10
Chief Executive Officer	
DATE:	Map 10 of 21

0 500 Metres

Scale: 1:7,000



CHROMWELL



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

- 30
- 40
- 50

Rural roads

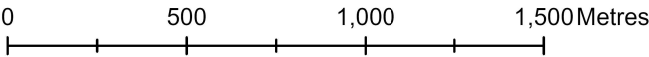
- 40
- 70
- 60
- 80

State Highways (excluded from bylaw)

NOTES

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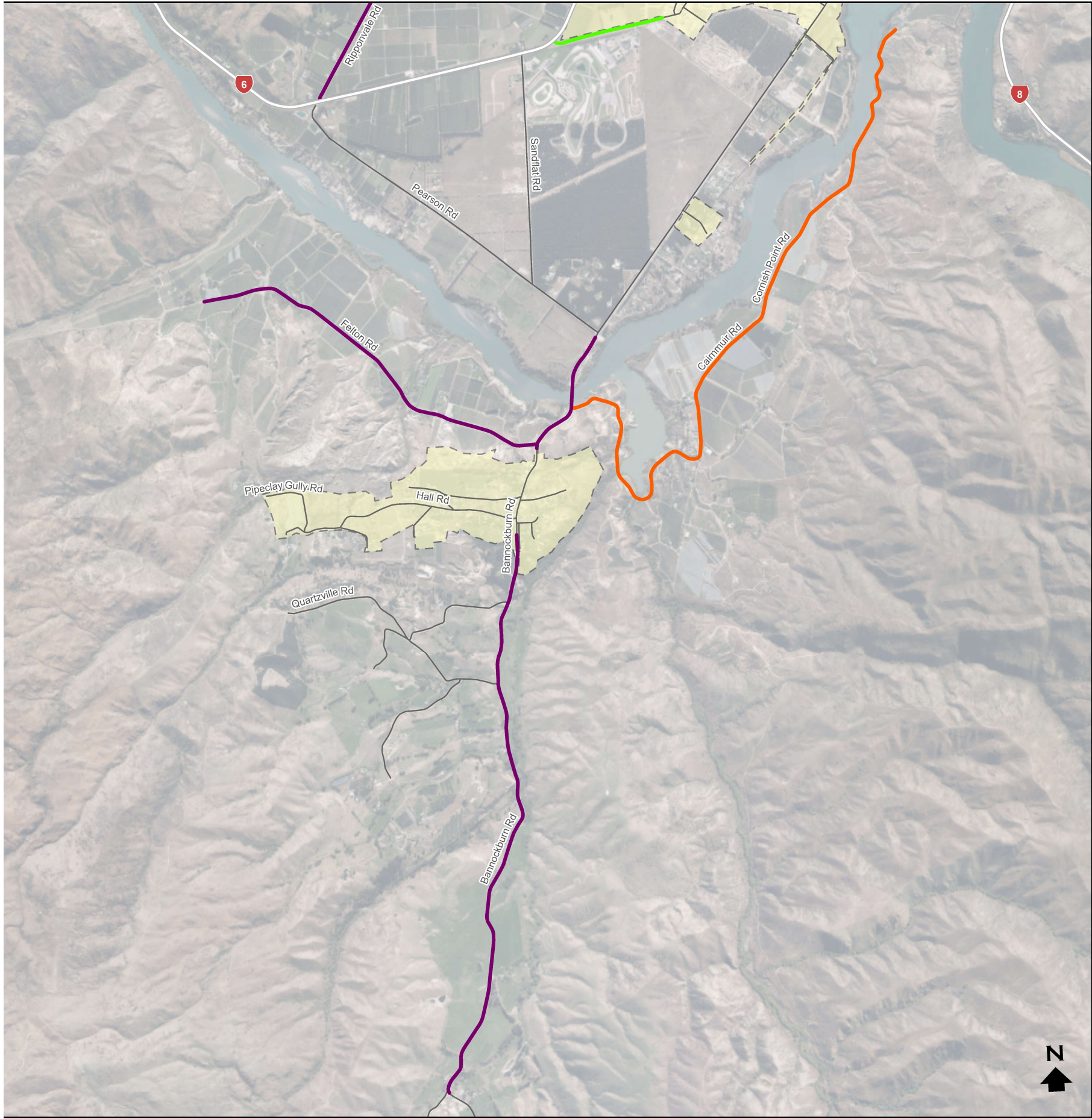
APPROVED:	PLAN NO:
Mayor	CODCSL-11
Chief Executive Officer	
DATE:	Map 11 of 21



Scale: 1:19,000



BANNOCKBURN OVERVIEW



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

70

60

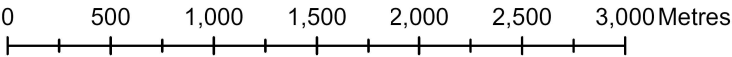
80

State Highways (excluded from bylaw)

NOTES

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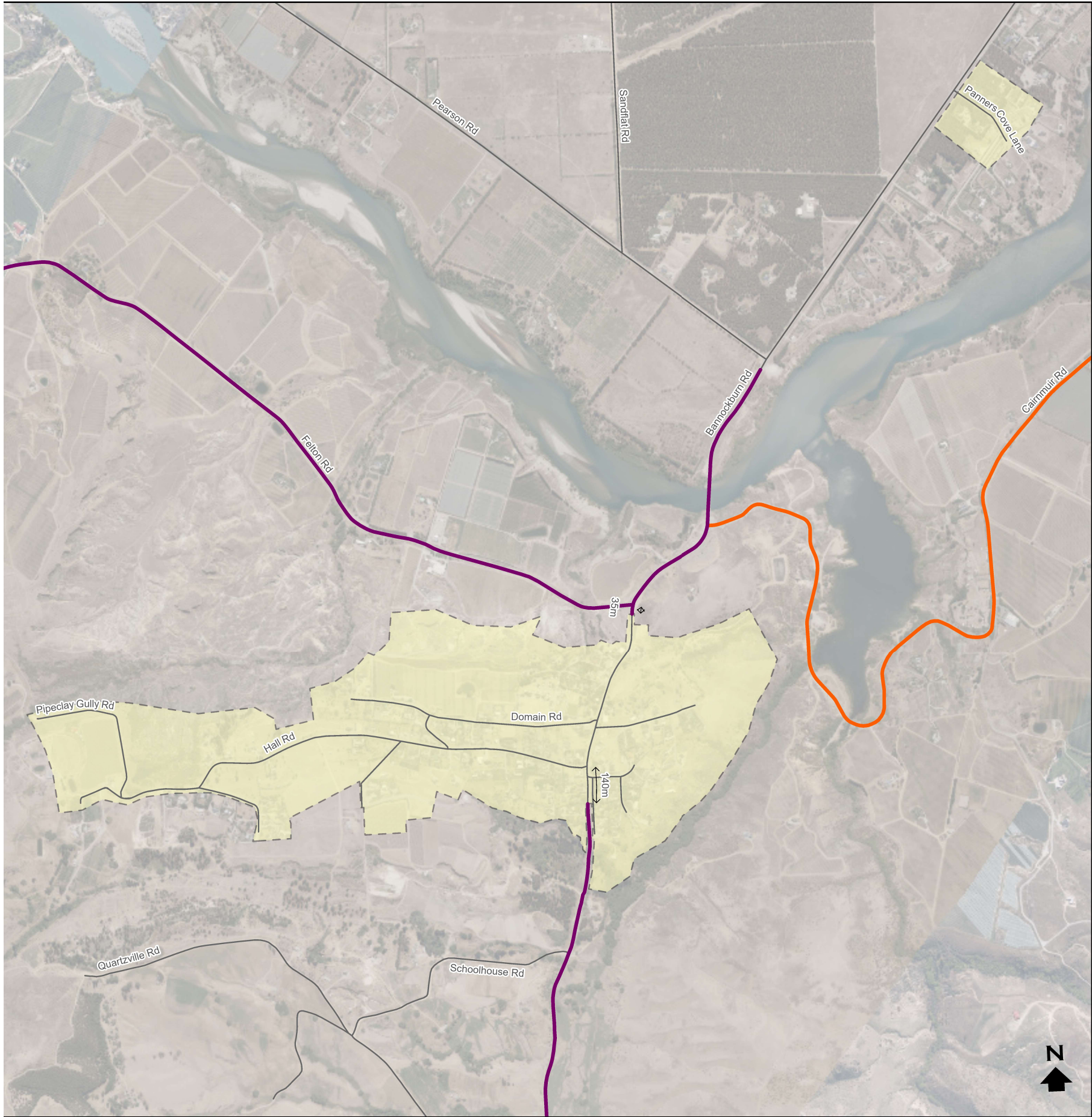
APPROVED:	PLAN NO:
Mayor	CODCSL-12
Chief Executive Officer	
DATE:	Map 12 of 21



Scale: 1:33,000



BANNOCKBURN



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

60

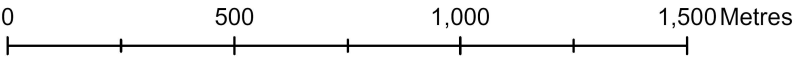
80

State Highways (excluded from bylaw)

NOTES

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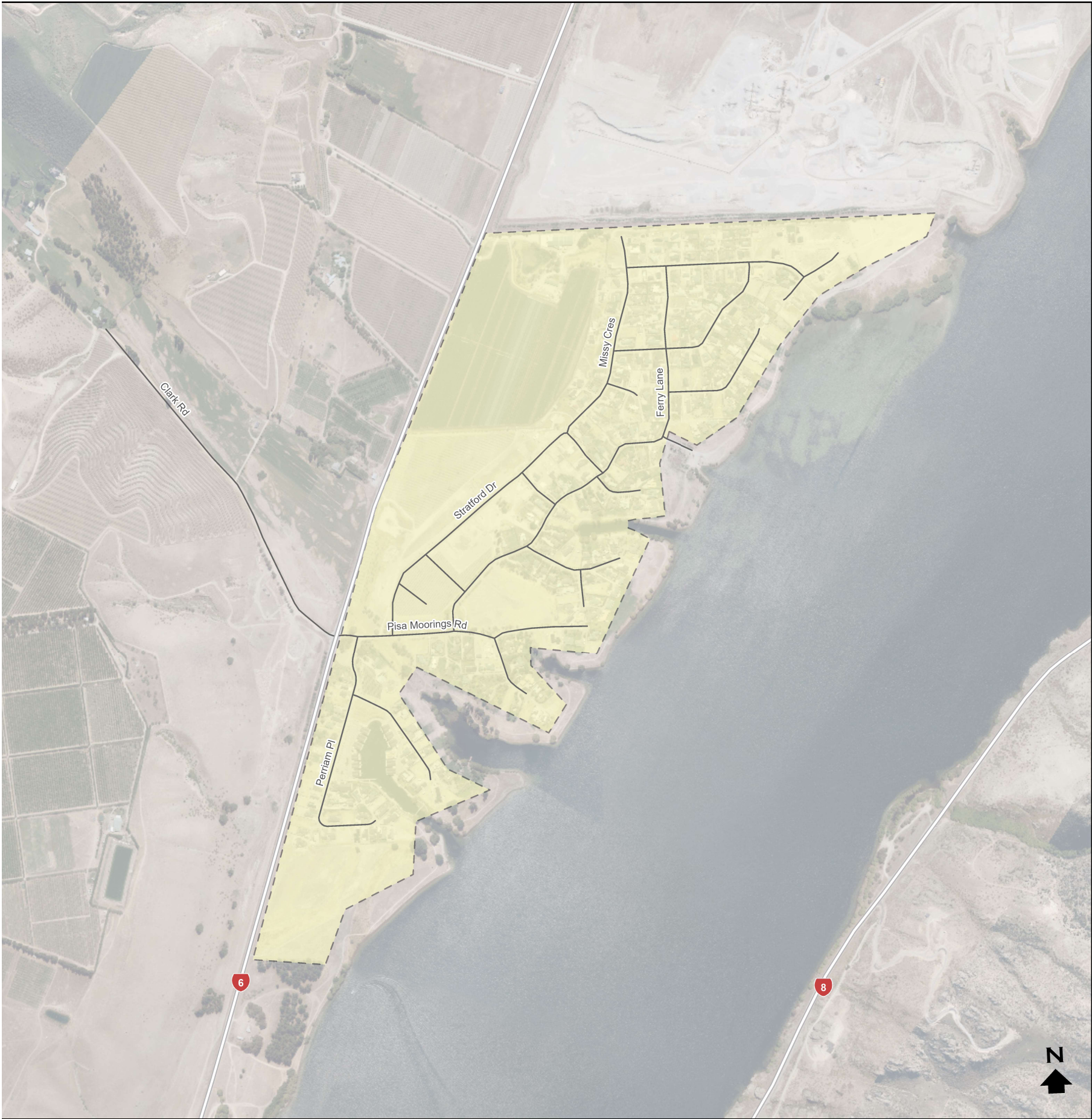
APPROVED:	PLAN NO:
<div>Mayor</div>	CODCSL-13
<div>Chief Executive Officer</div>	
DATE: <div></div>	
	Map 13 of 21



Scale: 1:15,000



PISA MOORINGS



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

State Highways (excluded from bylaw)

NOTES

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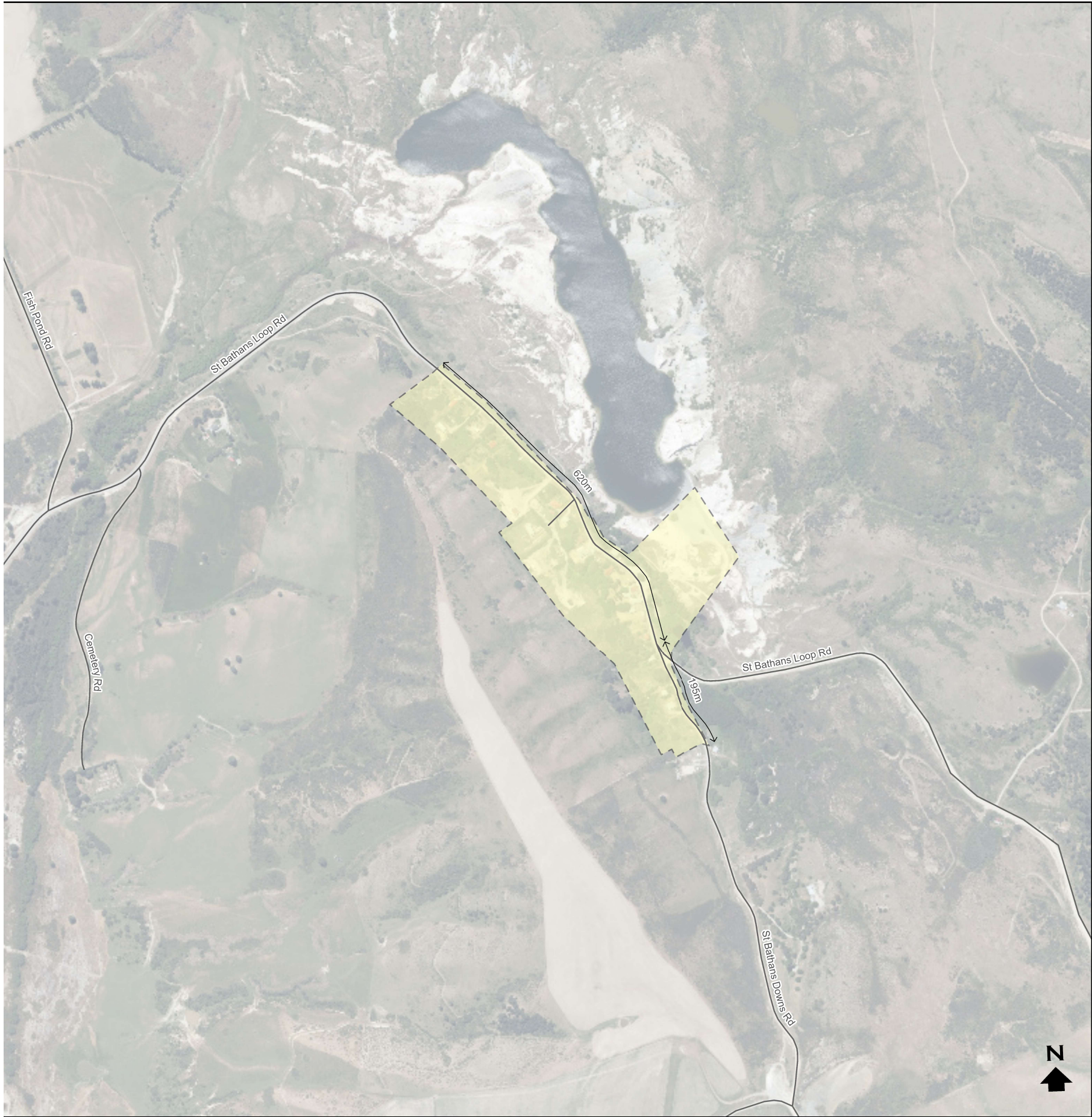
APPROVED:	PLAN NO:
Mayor	CODCSL-14
Chief Executive Officer	
DATE:	Map 14 of 21



Scale: 1:10,000



ST BATHANS



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

State Highways (excluded from bylaw)

NOTES

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

APPROVED:	PLAN NO:
Mayor	CODCSL-15
Chief Executive Officer	
DATE:	
	Map 15 of 21



Scale: 1:7,000



JIUREHUA



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

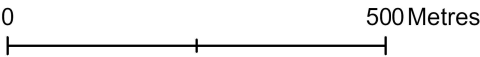
70

State Highways (excluded from bylaw)

NOTES

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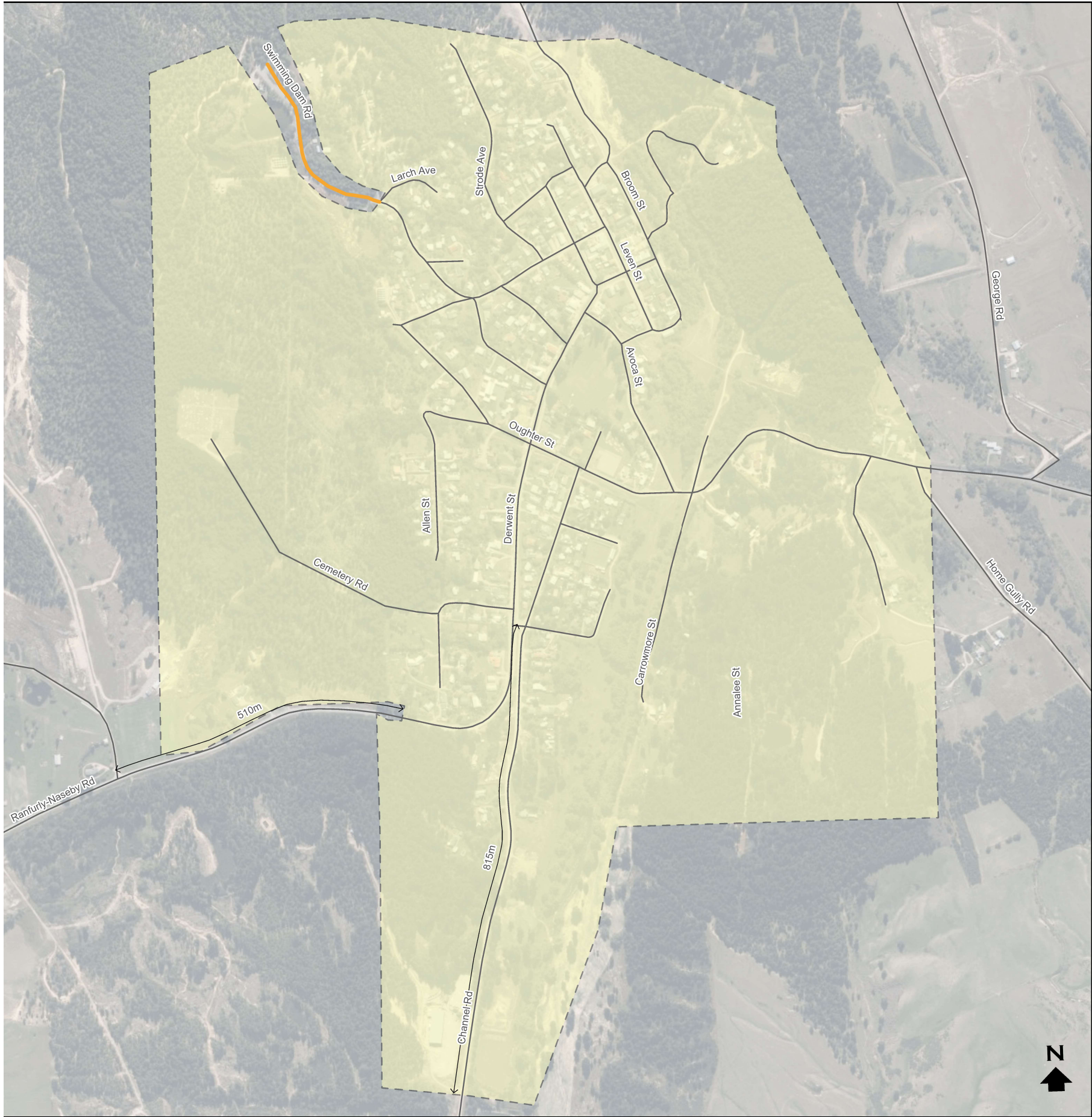
APPROVED:	PLAN NO:
Mayor	CODCSL-16
Chief Executive Officer	
DATE:	Map 16 of 21



Scale: 1:9,000



NASEBY



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

30

State Highways (excluded from bylaw)

NOTES

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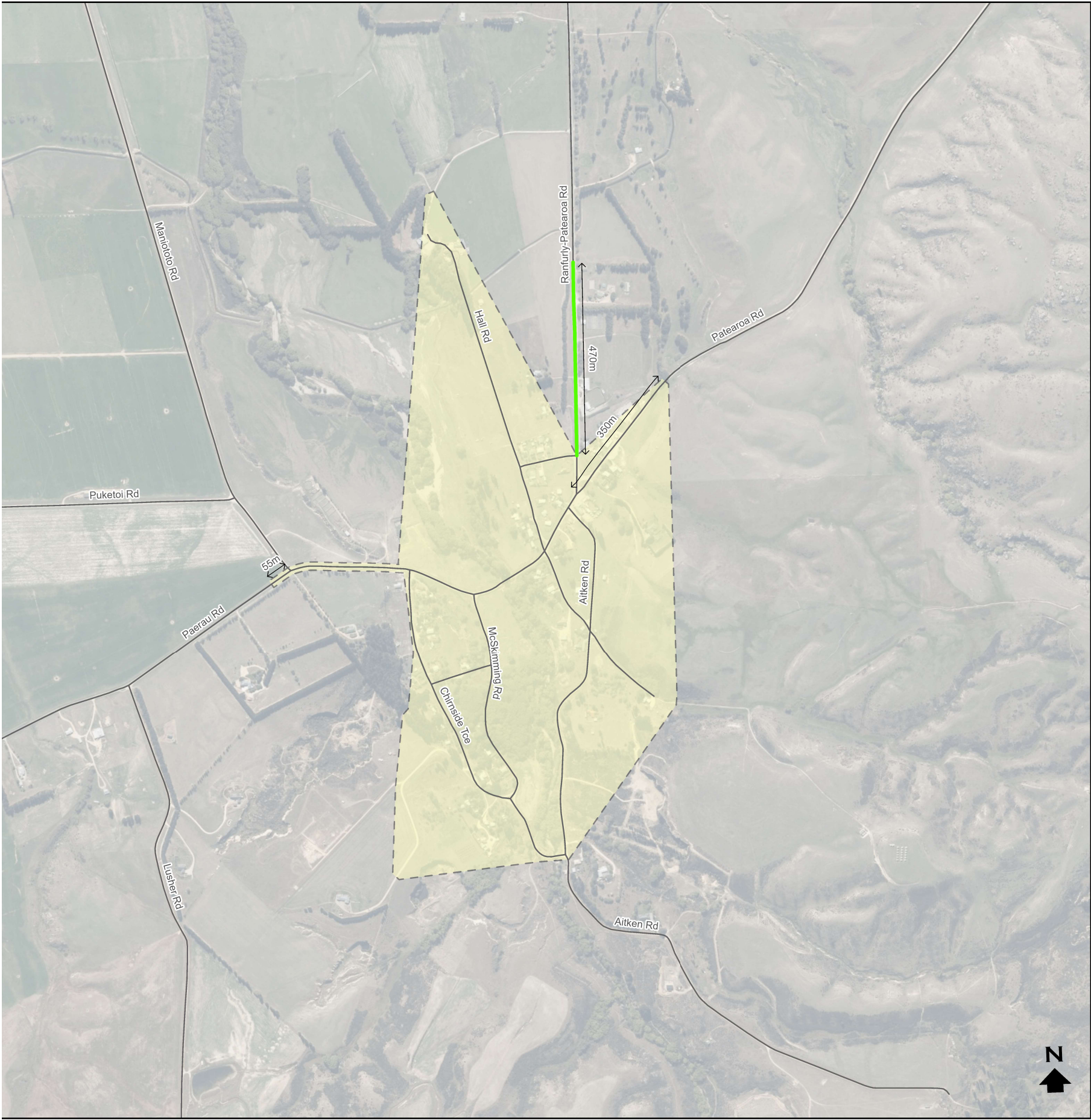
APPROVED:	PLAN NO:
Mayor	CODCSL-17
Chief Executive Officer	
DATE:	Map 17 of 21



Scale: 1:7,000



PALEARUA



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

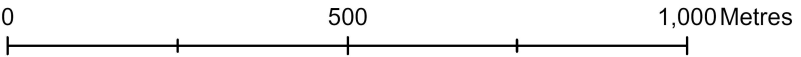
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State Highways (excluded from bylaw)

NOTES

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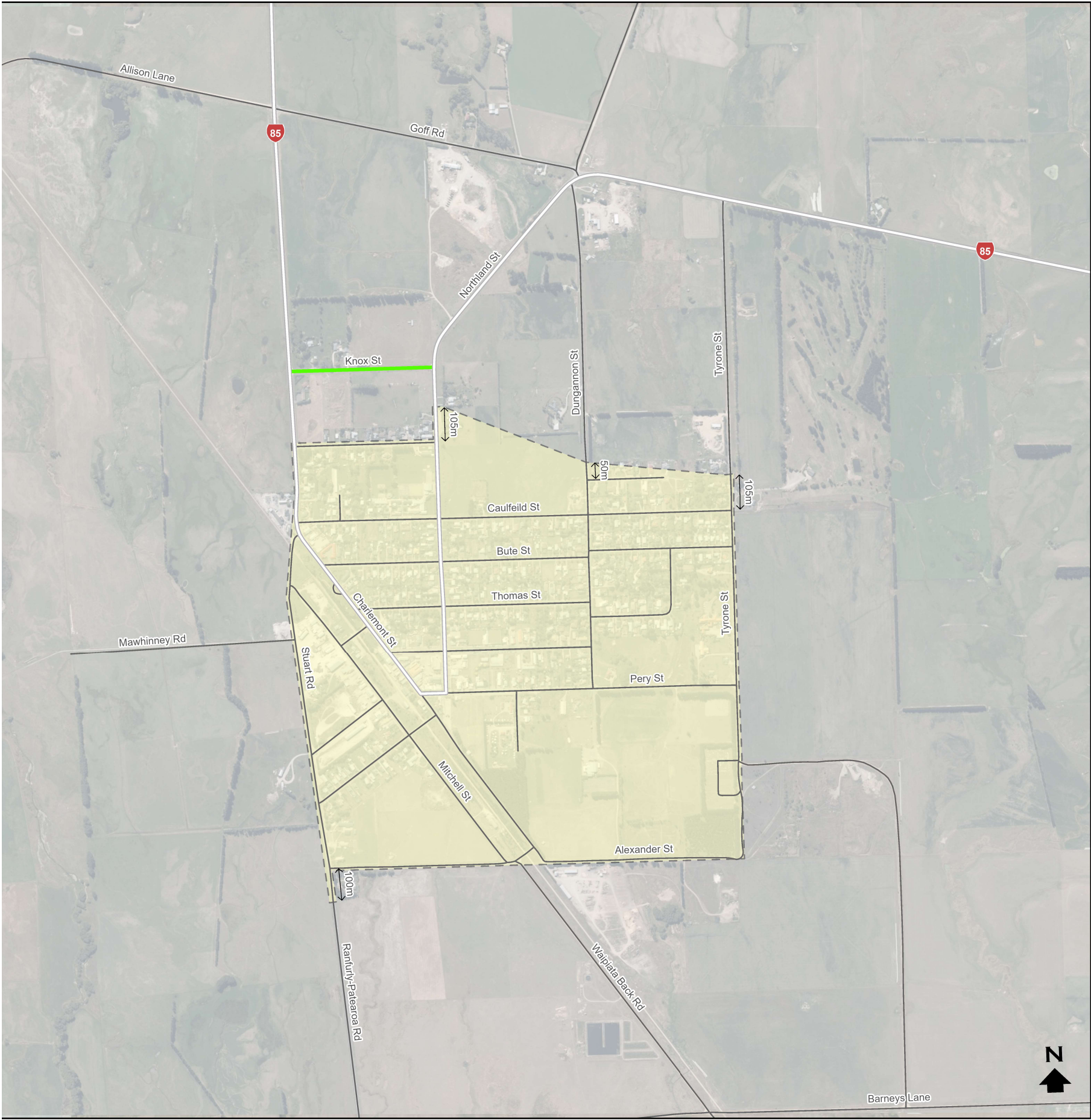
APPROVED:	PLAN NO:
Mayor	CODCSL-18
Chief Executive Officer	
DATE:	Map 18 of 21



Scale: 1:10,000



RANFURLY



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

50

Rural roads

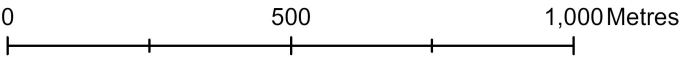
70

State Highways (excluded from bylaw)

NOTES

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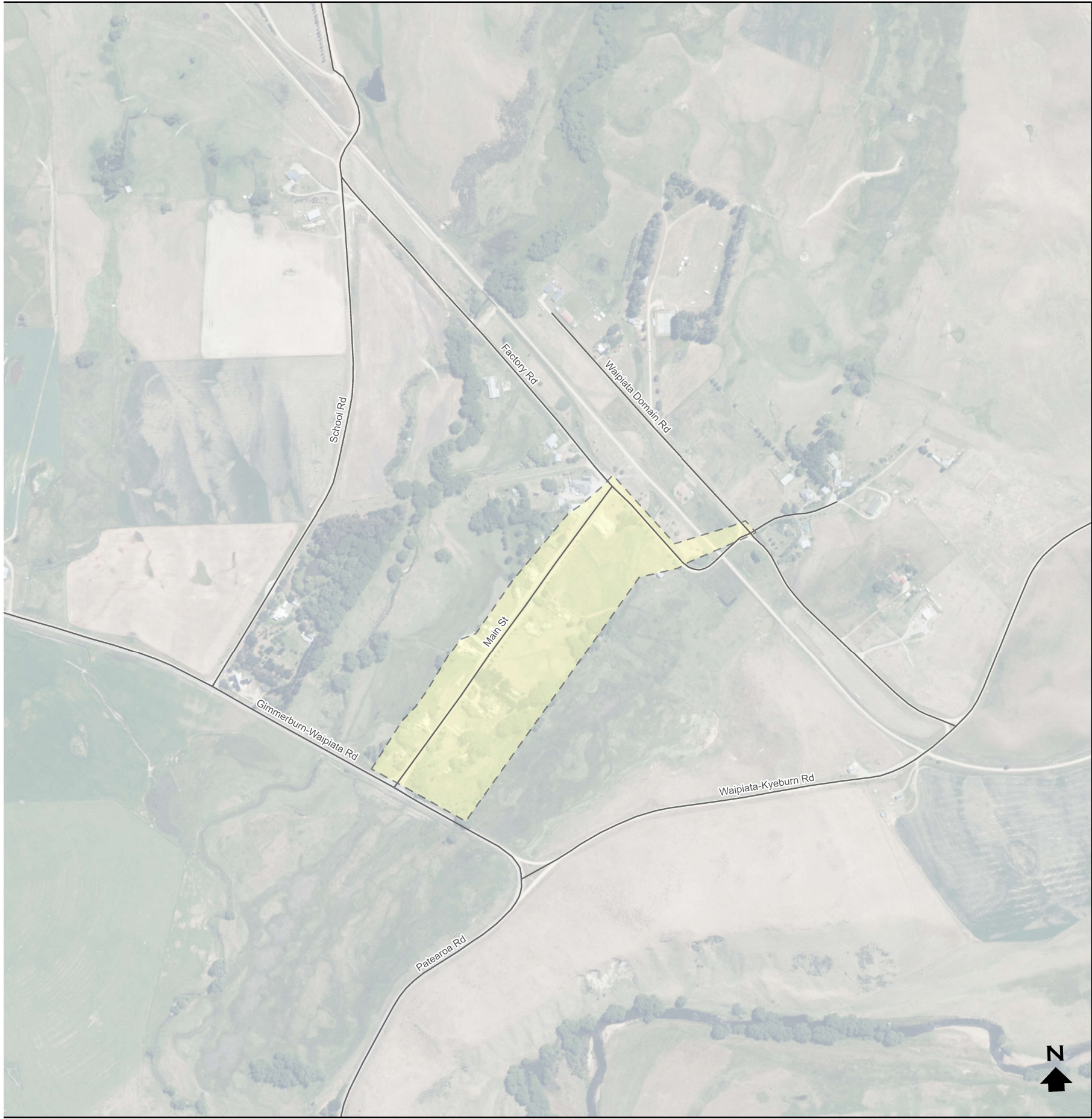
APPROVED:	PLAN NO:
Mayor	CODCSL-19
Chief Executive Officer	
DATE:	
	Map 19 of 21



Scale: 1:12,000



VAIPIATA



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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

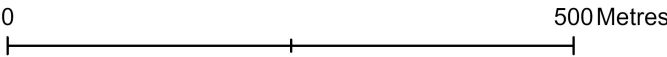
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State Highways (excluded from bylaw)

NOTES

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7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

APPROVED:	PLAN NO:
Mayor	CODCSL-20
Chief Executive Officer	
DATE:	Map 20 of 21



Scale: 1:6,000



JANSEYS PASS




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CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Rural roads

 30

 State Highways (excluded from bylaw)

NOTES

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSES OF THE BYLAW

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE OF THE ROAD TO THE OTHER UNLESS SHOWN OTHERWISE, BY THE SHORTEST DISTANCE

4. ALL SPEED LIMIT BOUNDARIES MARKED ALONG A ROAD ARE DEEMED TO RUN ALONG THE EDGE OF THE CARRIAGEWAY

5. ALL ROADS SHOWN ON THESE MAPS OUTSIDE AN URBAN TRAFFIC AREA HAVE A SPEED LIMIT OF 100km/hr, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT

6. THIS MAP IS PART OF THE CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS BYLAW 2022

7. REFER ALSO TO SCHEDULES 1-8 IN THE BYLAW

APPROVED:	PLAN NO:
<div>Mayor</div> <div>Chief Executive Officer</div>	CODCSL-21
DATE: <div></div>	Map 21 of 21



Scale: 1:2,000





Proposed Speed Limit Bylaw 2022



Consultation Period: 12th March - 12th April 2022



Background

Why are we making changes?

Speed limits in Central Otago are reviewed periodically to ensure they remain appropriate through changes to road use, align with national and local objectives, and meet the needs of the local community.

In response to community requests, speed limits across the district were reviewed and changes have been recommended. All roads have been assessed against the criteria in the Waka Kotahi Speed Management Guide.

Central Otago has had a strong period of growth since speed limits were last set. Areas that were a rural speed environment have seen an increase in usage and accessways, becoming rural-residential in nature. Some new developments have been designed as lower speed environments.

The Government Policy Statement for Land Transport, released in June 2018, included a direction to reduce road trauma on New Zealand roads through road safety improvements and ensuring safe and appropriate speed limits are in place. The proposed bylaw aligns with this objective.

State Highways

The bylaw relates to all roads in Central Otago that are managed and maintained by Central Otago District Council.

State Highways are managed by Waka Kotahi and are not part of this bylaw.



What changes are proposed?

New speed limits are proposed for 70 roads, parts of roads, or areas in the Central Otago district. This includes residential zones, rural roads and town centres.



13 roads or parts of roads are proposed to reduce to **30 km/h**



5 roads or parts of roads are proposed to reduce to **40km/h**, including two developments and one township



8 roads or parts of roads are proposed to reduce to **50 km/h**



15 roads or parts of roads are proposed to reduce to **60 km/h**



28 roads or parts of roads are proposed to reduce to **80 km/h**



1 speed zone is proposed to relocate involving an increase in speed to **100 km/h**



Changes on our rural roads

Many roads in the district have seen an increase in use, moving from 'rural speed environment' settings to 'rural residential'. An increase in vehicle movements. Accessways, pedestrians, and cyclists has changed the safe speed of travel in these locations.

Changes in town centres and developments

The Naseby town centre, Clyde Heritage Precinct, and two new developments have been identified as low speed settings. This is due to the layouts of these sites and increased pedestrian and cycling traffic.

The Clyde Heritage Precinct Improvements (currently underway) were designed as a low-speed environment. The proposed changes reflect this approach.

One increase in speed

One site was identified as out of alignment with national guidance on setting speed limits. It is proposed to move the 100km speed zone on Ranfurly Patearoa Road by approximately 200m for consistency with other speed settings.

School speed zones

A reduction in speed limits outside schools in the period before and after schools has been requested by the community and is supported by Council.

Changes in legislation in the final stages of being adopted in parliament that are likely to change the process for setting school speed zones. If Council were to implement speed zones at schools as part of this bylaw it is likely they would need to be changed. For this reason, consultation on reduced speed limits at schools will be undertaken later this year when the new legislation is adopted.

Relevant determinations

The Statement of Proposal has been prepared in accordance with the requirements set out in section 83 of the Local Government Act 2002.

As required by section 155 of the Local Government Act 2002, Council has determined that:

- This Bylaw is the most appropriate way of addressing the perceived problem
- This is the most appropriate form of the Bylaw
- This Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

The current Central Otago District Speed Limits Bylaw 2007 would be replaced by the proposed Central Otago District Speed Limits Bylaw 2022.



The proposals outlined in this document include only changes to the existing bylaw, other settings would remain in place. Full details of current speed settings and the existing bylaw are available on our Let's Talk – Korero Mai engagement platform at: <https://lets-talk.codc.govt.nz>.

Consultation details



Before finalising and setting any new speed limits, Council wants to hear your views and feedback on our proposals.

Consultation will be open from: **12 March 2022 to 12 April 2022.**
We need to receive your feedback by: **11:59pm Sunday 12 April 2022.**

You can submit or download a form on our Let's Talk – Korero Mai engagement platform at:

<https://lets-talk.codc.govt.nz>

You can also visit one of our service centres or call us on **03 440 0056** if you would like to have a copy sent to you.

Council Service Centres	
	Council Office, Alexandra 1 Dunorling Street, Alexandra
	Cromwell Service Centre 42 The Mall, Cromwell



	<p>Ranfurly Service Centre</p> <p>15 Pery Street, Ranfurly</p>
	<p>Roxburgh Service Centre</p> <p>120 Scotland Street, Roxburgh</p>

Please ensure that you state in your submission if you wish to speak in person at a Council hearing.

Relevant determinations

This Statement of Proposal is made in accordance with sections 83, 86, and 156 of the Local Government Act 2002.

As required by section 155 of the Local Government Act 2002, Council has determined that:

- This Bylaw is the most appropriate way of addressing the perceived problem
- This is the most appropriate form of the Bylaw
- This Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

Timeline for considering the proposed speed limit changes

Submissions open	12 March until 11.59pm on Tuesday 12 April 2022
Hearing (if required)	May 2022
Feedback presented to Council	June 2022 (approximately)

Speed Limit Changes by area

Please see the lists on the following pages and refer to the maps that are available at Council service centres or online at <https://lets-talk.codc.govt.nz>.



List of proposed Speed Limit Changes in Alexandra, including Clyde boundary

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	No change to speed limits	
Springvale Road From SH8 to 100m East of McArthur Ridge Road	100	80
Lewis Road	100	60
Kelliher Lane	100	60
Little Valley Road From East end of Manuherekia Bridge to end of seal	100	60
Hillview Road	100	60
Young Lane	100	80
Dunstan Road From 1130m from Chicago Street intersection to Springvale Road	100	80
Airport Road	100	80
Rock View Road	100	80
Galloway Road	100	80
Fisher Lane	100	80
Crawford Hills Road	100	80
Marshall Road	100	40
Earnsclough Road From 710m from SH8 intersection to Conroys Road intersection	100	80
Conroys Road From Earnsclough Road intersection to 730m South of Earnsclough Road intersection	100	80
Conroys Road From 730m South of Earnsclough	100	60



Road to 400m South of Conroys Dam Road		
Conroys Road From 400m South of Earnsclough Road intersection	100	80
Chapman Road	100	80
McGregor Road	100	60
Coates Road From Airport Road intersection to Dunstan Road intersection	100	80
Coates Road From Dunstan Road intersection to end of road (Airport)	100	60



List of proposed speed limit changes in Clyde

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50
Earnsclough Road From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection	100	50
Fruitgrowers Road From Earnsclough Road intersection to 80m north west of Earnsclough Road intersection	100	30
Matau Street	50	30
Miners Lane	50	30
Clyde North Access Road From North entrance to Clyde speed threshold signage to intersection of Miners Lane	50	30
Sunderland Street From Miners Lane intersection to Fraser Street intersection	50	30
Lodge Lane	50	30
Holloway Street	50	30
Naylor Street	50	30
Fache Street From Naylor Street to 40m North East of Newcastle Street intersection	50	30
Fraser Street From 50m from Blyth Street intersection to 20m South of Fache Street intersection	50	30
Newcastle Street From Fache Street intersection for	50	30



70m toward Whitby Street intersection		
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List of proposed changes in Cromwell

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50
Prospectors Park development	50	40
Wooring Tree development	50	40
Swann Road	100	80
Heaney Road	100	80
Lowburn Valley Road From SH6 to 1308m West of SH6 intersection	100	80
Lowburn Valley Road From 1308m West of SH6 intersection to Swann Road intersection	70	60
Burn Cottage Road	100	80
McFelin Road	100	60
Gilling Place	50	30
Ripponvale Road	100	80
Ord Road	100	80
Pearson Road	100	80
Sandflat Road	100	80
Felton Road	100	80
McNulty Road	70	50
Bannockburn Road From 80m North of Richards Beach Road to 150m South of Richards Beach Road	100	50
Bannockburn Road From 200m North of Pearson Road intersection to 60m South of Felton Road	100	80



Bannockburn Road From 100m South of Lawrence Street to end of Bannockburn Road	100	80
Cairnmuir Road	100	60
Cornish Point Road From Cairnmuir Road to end of seal	100	60
Cornish Point Road From end of seal to end of road	100	50
Richards Beach Road From Bannockburn Road to end of seal	100	50



List of changes proposed in Lowburn

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50



List of changes proposed in Millers Flat

Road Name	Existing speed	Proposed speed
Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	100	50



List of changes proposed in Omakau

Road Name	Existing speed	Proposed speed
Ophir Bridge Road From SH85 to Ophir township (Southern end)	100	60



List of changes proposed in Patearoa

Road Name	Existing speed	Proposed speed
Patearoa Road From 130m North-East of Maniototo Road to Maniototo Road intersection	100	50
Paerau Road From Maniototo Road intersection to 100m South of Maniototo Road	100	50



List of changes proposed in Ranfurly

Road Name	Existing speed	Proposed speed
Goff Road From Ranfurly Wedderburn Road (SH85) to Northland Street (SH85)	100	80
Ranfurly Patearoa Road From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection	50	100



List of changes proposed in Roxburgh

Road Name	Existing speed	Proposed speed
Roxburgh East Road From SH8 to 170m West of dam	100	60
Roxburgh East Road From 170m West of dam to 20m South of cycle trail parking	100	40
Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	100	80
Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	100	80
Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street bridge	100	80
Ladysmith Road	100	60



List of changes proposed in Naseby

Road Name	Existing speed	Proposed speed
Naseby Township	50	40
Danseys Pass Road From Home Gully Road intersection to end of seal	100	60
Danseys Pass Road From 200m South of Hotel to 200m North of Hotel	100	30



Proposed changes by speed limit

Roads proposed subject to a speed limit of 20 km/hr

Street name	Area	Map Reference
No roads or areas are proposed subject to a speed limit of 20 km/hr through this bylaw		

Roads proposed subject to a speed limit of 30 km/hr

Street name	Area	Map Reference
Clyde North Access Road From North entrance to Clyde speed threshold signage to intersection of Miners Lane	Clyde	Map 2: Clyde
Danseys Pass Road From 200m South of Hotel to 200m North of Hotel	Naseby	Map 9: Naseby Map 10: Danseys Pass Road
Fache Street From Naylor Street to 40m North East of Newcastle Street intersection	Clyde	Map 2: Clyde
Fraser Street From 50m from Blyth Street intersection to 20m South of Fache Street intersection	Clyde	Map 2: Clyde
Fruitgrowers Road From Earnsclough Road intersection to 80m north west of Earnsclough Road intersection	Clyde	Map 2: Clyde
Gilling Place	Cromwell	Map 3: Cromwell
Holloway Street	Clyde	Map 2: Clyde
Lodge Lane	Clyde	Map 2: Clyde
Matau Street	Clyde	Map 2: Clyde
Miners Lane	Clyde	Map 2: Clyde



Naylor Street	Clyde	Map 2: Clyde
Newcastle Street From Fache Street intersection for 70m toward Whitby Street intersection	Clyde	Map 2: Clyde
Sunderland Street From Miners Lane intersection to Fraser Street intersection	Clyde	Map 2: Clyde

Roads proposed subject to a speed limit of 40 km/hr

Street name	Area	Map Reference
Naseby township All roads within the Naseby township as defined in Map 9: Naseby	Naseby	Map 9: Naseby
Prospectors Park subdivision All roads within the Prospectors Park subdivision	Cromwell	Map 3: Cromwell
Wooring Tree subdivision All roads within the Wooring Tree subdivision	Cromwell	Map 3: Cromwell
Marshall Road	Alexandra	Map 1: Alexandra and Clyde
Roxburgh East Road From 170m West of dam to 20m South of cycle trail parking	Roxburgh	Map 8: Roxburgh

Roads proposed subject to a speed limit of 50 km/hr

Street name	Area	Map Reference
Urban traffic area Urban traffic areas extended to take in new development	Alexandra, Clyde, Cromwell, Lowburn	Map 1: Alexandra and Clyde Map 2: Clyde Map 3: Cromwell



Bannockburn Road From 80m North of Richards Beach Road to 150m South of Richards Beach Road	Cromwell	Map 3: Cromwell
Cornish Point Road From end of seal to end of road	Bannockburn	Map 3: Cromwell
Earnscleugh Road From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection	Clyde	Map 2: Clyde
McNulty Road	Cromwell	Map 3: Cromwell
Paerau Road From Maniototo Road intersection to 100m South of Maniototo Road	Patearoa	Map 6: Patearoa
Patearoa Road From 130m North-East of Maniototo Road to Maniototo Road intersection	Patearoa	Map 6: Patearoa
Richards Beach Road From Bannockburn Road to end of seal	Cromwell	Map 3: Cromwell
Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	Millers Flat	Map 4: Millers Flat

Roads proposed subject to a speed limit of 60 km/hr

Street name	Area	Map Reference
Cairnmuir Road	Bannockburn	Map 3: Cromwell
Cornish Point Road From Cairnmuir Road to end of seal	Bannockburn	Map 3: Cromwell



Coates Road From Dunstan Road intersection to end of road (Airport)	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From 730m south of Earnsclough Road to 400m south of Conroys Dam Road	Earnsclough	Map 1: Alexandra and Clyde
Danseys Pass Road From Home Gully Road intersection to end of seal	Naseby	Map 9: Naseby Map 10: Danseys Pass Road
Hillview Road	Alexandra	Map 1: Alexandra and Clyde
Keliher Lane	Springvale	Map 1: Alexandra and Clyde
Ladysmith Road	Roxburgh	Map 8: Roxburgh
Lewis Road	Springvale	Map 1: Alexandra and Clyde
Little Valley Road From east end of Manuherekia Bridge to end of seal	Alexandra	Map 1: Alexandra and Clyde
Lowburn Valley Road From 1308m West of SH6 intersection to Swann Road intersection	Lowburn	Map 3: Cromwell
McFelin Road	Lowburn	Map 3: Cromwell
McGregor Road	Earnsclough	Map 1: Alexandra and Clyde
Ophir Bridge Road From SH85 to Ophir Township (Southern end)	Omakau	Map 5: Omakau
Roxburgh East Road From SH8 to 170m West of dam	Roxburgh	Map 8: Roxburgh

Roads proposed subject to a speed limit of 70 km/hr

Street name	Area	Map Reference
No roads or areas are proposed subject to a speed limit of 70 km/hr through this bylaw		



Roads proposed subject to a speed limit of 80 km/hr

Street name	Area	Map Reference
Airport Road	Alexandra	Map 1: Alexandra and Clyde
Bannockburn Road From 200m North of Pearson Road intersection to 60m South of Felton Road	Bannockburn	Map 3: Cromwell
Bannockburn Road From 100m South of Lawrence Street to end of Bannockburn Road	Bannockburn	Map 3: Cromwell
Burn Cottage Road	Lowburn	Map 3: Cromwell
Chapman Road	Alexandra	Map 1: Alexandra and Clyde
Coates Road From Airport Road intersection to Dunstan Road intersection	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From Earnsclough Road intersection to 730m South of Earnsclough Road intersection	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From 400m south of Conroys Dam Road to SH8	Alexandra	Map 1: Alexandra and Clyde
Crawford Hills Road	Galloway	Map 1: Alexandra and Clyde
Dunstan Road From 1130m from Chicago Street intersection to Springvale Road	Alexandra	Map 1: Alexandra and Clyde
Earnsclough Road From 710m from SH8 intersection to Conroys Road intersection	Earnsclough	Map 1: Alexandra and Clyde
Felton Road	Bannockburn	Map 3: Cromwell
Fisher Lane	Galloway	Map 1: Alexandra and Clyde
Galloway Road	Galloway	Map 1: Alexandra and Clyde



Goff Road From Ranfurly Wedderburn Road (SH85) to Northland Street (SH85)	Ranfurly	Map 7: Ranfurly
Heaney Road	Lowburn	Map 3: Cromwell
Lowburn Valley Road From SH6 to 1308m West of SH6 intersection	Lowburn	Map 3: Cromwell
Ord Road	Cromwell	Map 3: Cromwell
Pearson Road		Map 3: Cromwell
Ripponvale Road	Cromwell	Map 3: Cromwell
Rock View Road	Springvale	Map 1: Alexandra and Clyde
Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	Roxburgh	Map 8: Roxburgh
Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	Roxburgh	Map 8: Roxburgh
Sandflat Road	Cromwell	Map 3: Cromwell
Springvale Road from SH8 to 100m East of McArthur Ridge Road	Springvale	Map 1: Alexandra and Clyde
Swann Road	Lowburn	Map 3: Cromwell
Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street Bridge	Roxburgh	Map 8: Roxburgh
Young Lane	Springvale	Map 1: Alexandra and Clyde



Roads proposed subject to a speed limit of 100 km/hr

Street name	Area	Map Reference
Ranfurly Patearoa Road From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection	Ranfurly	Map 7: Ranfurly



Central Otago District Council

Speed Limits Bylaw 2022



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Title and Commencement

Central Otago District Council makes this bylaw pursuant to section 145 of the Local Government Act 2002, section 22AB of the Land Transport Act 1998, and Land Transport Rule: Setting of Speed Limits 2017.

The title of this bylaw is the Speed Limits Bylaw.

The bylaw shall come into force at 00:01 on 1 August 2022.

Interpretation

In this bylaw, Council refers to Central Otago District Council.



Road	Has the meaning as given in Land Transport Rule: Setting of Speed Limits 2017. This includes: <ul style="list-style-type: none"> • a street • a place to which the public have access, whether of right or not • all bridges, culverts, ferries and fords forming part of a road or street • a section of a road
Speed Limit	Has the meaning as given in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017
Urban traffic area	Has the meaning as given in Land Transport Rule: Setting of Speed Limits 2017

Purpose

The purpose of this bylaw is to enhance and increase public safety on roads under the care, control or management of Central Otago District Council; and to set speed limits as specified in the schedules to this bylaw.

Speed Limits

This bylaw sets speed limits as detailed in the schedules and maps attached that form part of this bylaw. All urban traffic areas are as described in the relevant maps.

List of attachments

The following schedules form part of this bylaw.

- Schedule 1: Roads subject to a speed limit of 20 km/hr
- Schedule 2: Roads subject to a speed limit of 30 km/hr
- Schedule 3: Roads subject to a speed limit of 40 km/hr
- Schedule 4: Roads subject to a speed limit of 50 km/hr
- Schedule 5: Roads subject to a speed limit of 60 km/hr
- Schedule 6: Roads subject to a speed limit of 70 km/hr



- Schedule 7: Roads subject to a speed limit of 80 km/hr
- Schedule 8: Roads subject to a speed limit of 100 km/hr

The Central Otago Speed Limit Maps form part of this bylaw.

- Map 1: Omakau
- Map 2: Ophir
- Map 3: Alexandra and Clyde overview
- Map 4: Alexandra
- Map 5: Clyde
- Map 6: Lake Roxburgh Village
- Map 7: Roxburgh
- Map 8: Millers Flat
- Map 9: Cromwell and Lowburn overview
- Map 10: Lowburn
- Map 11: Cromwell
- Map 12: Bannockburn overview
- Map 13: Bannockburn
- Map 14: Pisa Moorings
- Map 15: St Bathans
- Map 16: Oturehua
- Map 17: Naseby
- Map 18: Patearoa
- Map 19: Ranfurly
- Map 20: Waipiata
- Map 21: Danseys Pass

Offences

Every person commits an offence when breaching the speed limits fixed under this bylaw.

Repealed bylaws

The Central Otago District Speed Limits Bylaw 2007 will be revoked and replaced from the date the new bylaw comes into force.

Confirmation



This bylaw was made and confirmed by a resolution at a meeting of the Central Otago District Council on [to be confirmed].

[Seal to be affixed when bylaw finalised]

Document Revision

Activity	Key date	Council resolution
Bylaw made		
Bylaw reviewed		
Next review date		



Schedules

Schedule 1: Roads subject to a speed limit of 20 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 20 km/hr from 00:01 on 1 August 2022, either in their entirety or in part, as specified in the maps referenced.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Not presently in use.		

Schedule 2: Roads subject to a speed limit of 30 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 30 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 5	At Clyde : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 30 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 30 km/h.	No previous legal instrument
Map 17	At Naseby : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having	No previous legal instrument



a speed limit of 30 km/h.

Schedule 3: Roads subject to a speed limit of 40 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 40 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 17	At Naseby : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 7	At Roxburgh : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 40 km/h.	No previous legal instrument

Schedule 4: Roads subject to a speed limit of 50 km/hr



The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 50 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332 and 23 July 1992, No. 114, page 2525
Map 12 Map 13	At Bannockburn : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 3 Map 5	At Clyde : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 9	At Cromwell :	Central Otago District



Map 11	All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 50 km/h.	<p>Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 8 January 2004, No. 1, page 47</p>
Map 6	<p>At Lake Roxburgh Village:</p> <p>All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 6 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 31 May 1984, No. 91, page 1800</p>
Map 9 Map 10	<p>At Lowburn:</p> <p>All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 10 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p>
Map 8	<p>At Millers Flat:</p> <p>All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 8 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 25 July 1991, No. 110, page 2440</p>
Map 17	<p>At Naseby:</p> <p>All roads except state highways within the area marked on the map entitled Central Otago District Council Speed</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p>



	Limits Map 17 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2005
Map 1	<p>At Omakau: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332</p>
Map 2	<p>At Ophir: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 2 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332</p>
Map 16	<p>At Otarehua: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 16 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p>
Map 14	<p>At Pisa Moorings: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 14 and identified as having a speed limit of 50 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p>
Map 19	<p>At Ranfurly: All roads except state highways within the area marked on the map entitled</p>	Central Otago District Council Speed Limits Bylaw 2007



	Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 28 April 1994, No. 39, page 1460
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005
Map 15	At St Bathans: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 15 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 20	At Waipiata: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 20 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007

Schedule 5: Roads subject to a speed limit of 60 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 60 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.



Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 17	At Naseby : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 1	At Omakau : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 7	At Roxburgh : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 60 km/h.	No previous legal instrument

Schedule 6: Roads subject to a speed limit of 70 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 70 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.



Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332 and 23 July 1992, No. 114, page 2525
Map 12 Map 13	At Bannockburn : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 3 Map 5	At Clyde : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 9 Map 11	At Cromwell : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 8 January 2004, No. 1, page 47
Map 3 Map 4	At Letts Gully : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw



Map 9 Map 10	At Lowburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 10 and identified as having a speed limit of 70 km/h.	2005 Central Otago District Council Speed Limits Bylaw 2007
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 1	At Omakau: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 16	At Otarehua: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 16 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 September 1994, No. 83, page 2850
Map 18	At Patearoa: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 18 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005



Map 19	<p>At Ranfurly: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 70 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 28 April 1994, No. 39, page 1460</p>
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Schedule 7: Roads subject to a speed limit of 80 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 80 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	<p>At Alexandra: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 12 Map 13	<p>At Bannockburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 9 Map 11	<p>At Cromwell: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 19	<p>At Ranfurly: All roads except state highways within</p>	No previous legal instrument



	the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 80 km/h.	
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 80 km/h.	No previous legal instrument

Schedule 8: Roads subject to a speed limit of 100 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 100 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022, Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017)

Map Reference	Description	Previous legal instrument
Map 19	At Ranfurly: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 100 km/h.	No previous legal instrument
Maps 1-21	All Central Otago District roads have a speed limit of 100 km/h, except for roads or areas that are: (a) Described as having a different speed limit in the appropriate schedule of this bylaw, or (b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw	Clause 2.3 Land Transport Rule: Setting of Speed Limits 2003 Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Regulation 21(1) Traffic Regulations 1976





Consultation Engagement Report

A multi-channel approach was taken to promoting the Speed Limit Bylaw. The consultation was advertised around the district via media release, print advertising in the ODT, The News and local bulletins, radio, online via Council's channels and on the Central App.

In addition to the communications outlined below, both staff and elected members were encouraged to use their networks to speak to those that otherwise may not be reached.

CODC media release:

Sent to local media list and appearing on our website as a news item.

- 11 March [Consultation opens on speed limit changes - Central Otago District Council \(codc.govt.nz\)](https://www.codc.govt.nz/news/consultation-opens-on-speed-limit-changes)
- 5 April [Consultation on speed limit changes closing soon - Central Otago District Council \(codc.govt.nz\)](https://www.codc.govt.nz/news/consultation-on-speed-limit-changes-closing-soon)

Media articles:

- The Central App 10 March 2022 [Multiple speed limit changes proposed across Central - NZ On Air funded content - Be Better - The Central App](#)
- The Central App 6 April 2022 [Speed limits bylaw: Central residents are in the driver's seat - News - News - The Central App](#)
- Central Otago News - 17 March (print edition page 6) [Input sought on speed limits | Central Otago News \(thenews.co.nz\)](#)
- Central Otago News - 7 April (print edition page 13) [Speed limit submissions due to close | Central Otago News \(thenews.co.nz\)](#)
- Otago Daily Times – regions section – 11 March 2022 [70 sites for slowing down traffic proposed | Otago Daily Times Online News \(odt.co.nz\)](#)
- Otago Daily Times 7 April 2022 [Call for more feedback on speed limits bylaw | Otago Daily Times Online News \(odt.co.nz\)](#)
- Crux article 11 March 2022 [CODC set to reduce speed limits on 70 roads » Crux - Local News - Queenstown, Wanaka and Cromwell.](#)
- Cromwell News 16 March 2022 "Consultation opens on speed limit changes" page 7 [CD-News 888 DE.pdf \(cromwellnews.co.nz\)](#)
- Cromwell News 6 April 2022 "Consultation on speed limit changes closing soon" page 10 [CD-News 891 DE A.pdf \(cromwellnews.co.nz\)](#)
- Cromwell Bulletin 7 April 2022 "Consultation on speed limit changes closing soon" page 16 [Digital Edition \(cromwellbulletin.co.nz\)](#)

Print advertising:

- Advert ran in the ODT on Saturday 12 March
- We included notices or visual advert spots in all four CODC Noticeboards during the consultation period (this Noticeboard runs on page 5 of The News each week with council news and noticeboards).
- A half-page display advert ran on 24 March.



- Display adverts ran in the Teviot Bulletin, Positively Maniototo, Cromwell Bulletin and Cromwell News.

Radio advertising on Radio Central:

- On air ad campaign for full last week of campaign.

On-air promotion:

- Mayor Tim Cadogan covered the speed limit bylaw during all his weekly on-air chats with Shane on Radio Central during the period – Tuesdays just after the 8.30am news.

Central App advertising:

- Banner advert ran on the News section for a week during the last week of March

Online promotion:

- 10 Speed Limit Bylaw consultation posts were made on [Council's Facebook page](#) during the consultation period – some of which had a paid boost to increase their reach.
- Mayor Tim Cadogan focused on the speed limit bylaw during each of this weekly Facebook Live video chats – Monday nights at 7pm on his [@timcadoganmayor](#) FB page.

Let's Talk Platform:

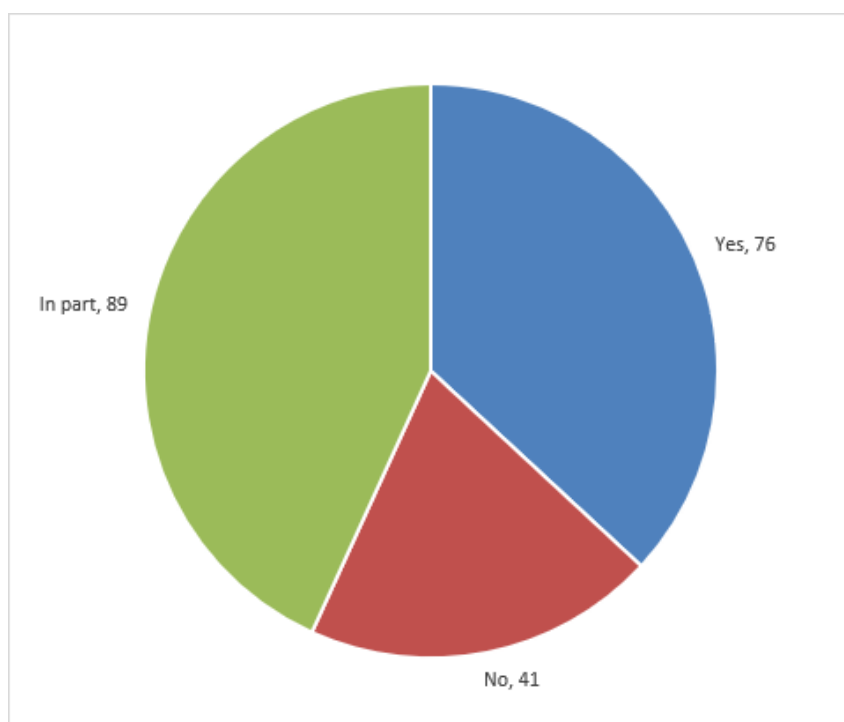
- Featured on the 'Let's Talk' platform throughout the consultation period [Proposed Speed Limit Bylaw 2022 | Let's Talk Central Otago \(codc.govt.nz\)](#)



Speed Limit Bylaw 2022 – Consultation feedback report

The results from all submissions are:

- 37% of respondents support the proposal
- 20% of respondents do not support the proposal
- 43% of respondents support the proposal in part



n = 207

Respondents were asked to select as many 'reasons' as applicable from a list to explain why they did or did not support the Bylaw. They were also given the option to provide a reason of their own.

The applicable 'reasons' given are:





	Yes	No	In part	Total
Will result in safer roads around where we live and work	67	0	49	117
Will reduce crashes and crash severity	46	0	28	75
Will give a consistent message where we live and work	36	1	28	65
Speed reduction will result in increased travel time	1	20	21	42
Current speed is OK, but the road needs to be improved	1	23	24	48
Current speed is OK, but drivers are at fault	4	18	23	45
Other	10	15	16	41

Themes

Key themes emerging from those who selected 'Yes' include:

- Roads are dangerous for cyclists
- Reduced speeds are best for all road users
- Reduced speed will improve fuel efficiency and reduce greenhouse emissions
- Reduced speed promotes public health and safety
- The road network needs improvement
- Current speed settings (i.e. 100km or 50km) is too fast

Key themes emerging from those who selected 'No' include:

- Current speeds are safe and fair
- Lowering speed limits will cause frustration
- Some speed limits should be increased
- Drivers are the problem, not speed limits
- The roads themselves are dangerous not the speed
- A waste of money with no benefit
- 80km/h is still too high
- Most drivers drive to the conditions

Key themes from those who selected 'In part' include:

- Reduced speeds will reduce greenhouse emissions
- Encourages road safety
- Reduces fuel consumption
- Road shoulders are needed on roads to allow for all road users
- Don't reduce speed in Naseby
- Improve/provide footpaths to move pedestrians off roads
- St Bathans needs addressing
- Poor driving behaviours



- Enforcement of current speed limits is needed rather than change
- More data and statistics needed before supporting the bylaw fully
- Increase safety for pedestrians, cyclists, and horse riders

Feedback specific to a location

In addition to these general themes, many submitters made mention of specific locations.

Feedback relating to specific areas was collated and provided to the Hearing Panel. A copy – including the outcome of the deliberations on each location – has been attached.

22 pieces of feedback related to land managed by Waka Kotahi. This feedback was collated and passed on.

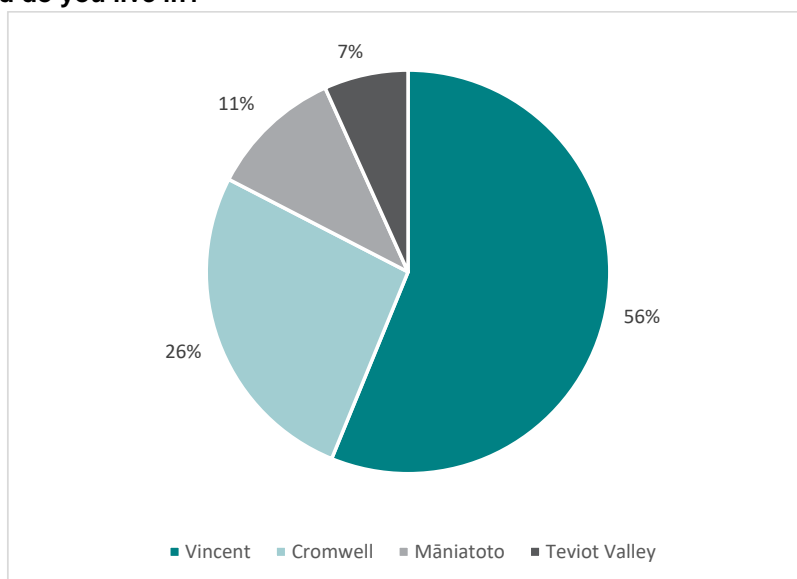




Speed Limit Bylaw 2022 – consultation demographic data

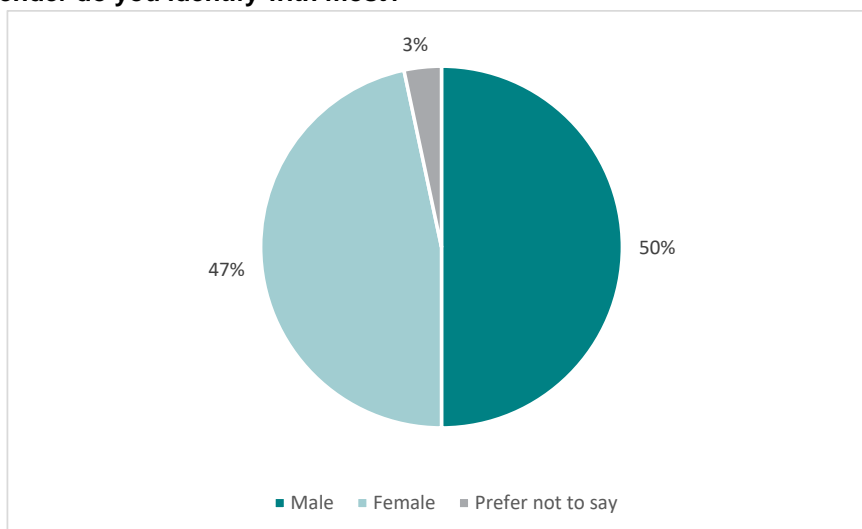
Please note that the following demographic information does not include the 17 hard copy and email submissions received. For the information below $n = 191$.

What Ward do you live in?



Over half of respondents live in the Vincent Ward, with a quarter living in Cromwell Ward.

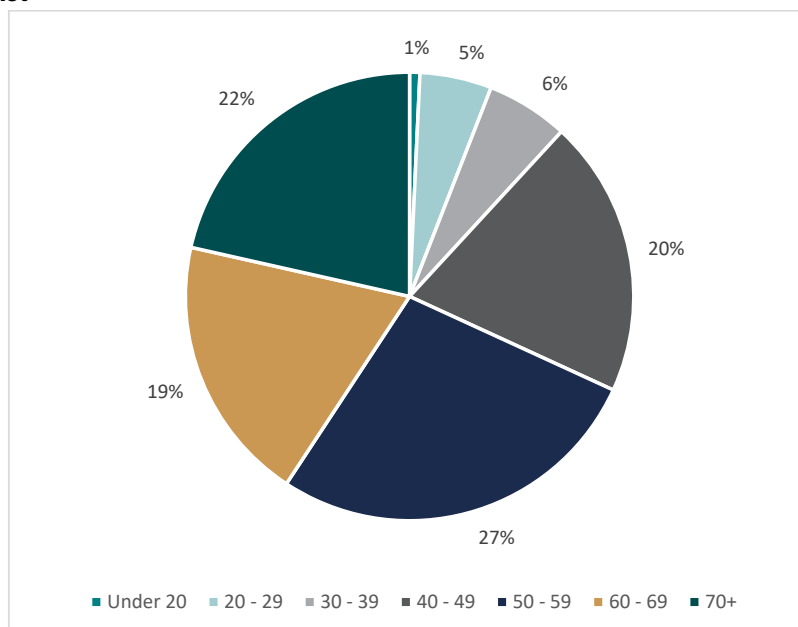
What gender do you identify with most?





There was a relatively even split between male and female respondents to the consultation.

Age bracket



There was an even spread of middle to older age brackets providing their feedback with a similar number of 40 – 49, 50 – 59, 60 – 69 and 70+ year olds.



Appendix 12: Summary of specific streets raised in submitter feedback with panel recommendations

Please note, only roads under Central Otago District Council Control have been included. All detail relating to State Highways and roads managed by Waka Kotahi have been omitted.

1. All streets specifically mentioned in submitter feedback supporting the proposed reduction in speed

Area	Road/area	Explanation
Ophir	Ophir Bridge Road	Ten submissions made specific mention of support for a reduction in speed at Ophir Bridge Road.
Alexandra	Springvale Road	One submission made specific mention of support for a reduction in speed at Springvale Road in a wider list of roads supported.
	Conroys Road	Two submissions made specific mention of support for a reduction in speed at Conroys Road.
	Chapman Road	One submission made specific mention of support for a reduction in speed at Chapman Road in a wider list of roads supported.
Alexandra/Clyde	Earnsclough Road	Four submissions made specific mention of support for a reduction in speed at Earnsclough Road, including one in a wider list of roads supported.
Clyde	Clyde Heritage Precinct	Five submissions made specific mention of support for a reduction in speed in the Clyde Heritage Precinct.
Naseby	Naseby township	Three submissions made specific mention of support for a reduction in speed in the Naseby township.
	Danseys Pass Road	One submission made specific support for a reduction in speed on Danseys Pass Road.
Millers Flat/Teviot	Millers Flat/Teviot	One submission made specific support for a reduction in speed in Millers Flat and the Teviot Valley.

2. All streets specifically mentioned in submitter feedback for consideration for further reduction in speed

Area	Road/area	Existing speed limit	Proposed speed limit	Explanation	Consultation requirement	Explanation	Questions for Hearing Panel	Hearing Panel
St Bathans	St Bathans Township <i>Entire township</i> Map 15	50km	30km or 40km	<p>Five submissions requested a reduction in speed through the St Bathans Township.</p> <p>The section of Loop Road that runs through the village was highlighted, particularly the area outside the Vulcan Hotel, although submitters felt the lower limit should apply to the entire township.</p> <p>Significant safety concerns were discussed, particularly for pedestrians and children. Submitters noted congestion, visibility, the historic environment, number of parked vehicles, large size of vehicles (including campervans) on narrow roads, and the high pedestrian/visitor use with a lack of footpaths.</p> <p>This reduction would align with the approach taken to both the Naseby Township and Clyde Heritage Precinct.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed and recommended for consultation



				Technical advice indicates support for a reduction to 40km or even 30km. It was noted that other smaller townships – or even bigger centres – may need investigation for further reductions in the future to maintain a consistent approach across the district.				
Cambrians	Cambrians Settlement <i>Entire settlement</i> GIS A	100km	60km	<p>Three submitters requested a speed limit reduction be investigated for the Cambrians Settlement. One submission noted an unofficial sign has been put up by locals with a 40km speed limit. The submission noted the historic area has a high number of visitors and pedestrians, horse riders, and children on bikes.</p> <p>Technical advice indicates support for a reduction in speed. It noted 40km as appropriate for the latter sections of the Cambrians Settlement due to residential land use.</p> <p>The advice noted this would be inconsistent with the district approach as a number of smaller no-exit side roads with residential land use have a higher speed limit as they are accessed from 100km major local roads and State Highways.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed and recommended for consultation
Alexandra	Gilligan's Gully Road <i>Entire Street</i> Map 4	100km	50km	<p>One submitter raised safety concerns with the existing speed limit setting on Gilligan's Gully Road. The submission suggested the 50km speed limit on Manuherekia Road be extended to cover Gilligan's Gully.</p> <p>Technical advice considers Gilligan's Gully Road a good candidate for a speed limit reduction as a narrow road, in proximity to the Alexandra urban zone, and as the natural operating speed is limited to a similar range.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed and recommended for consultation
	Letts Gully Road <i>Upper third at Springvale Road end.</i>	100km	80km	<p>Three submitters requested a reduction in speed limits on Letts Gully Road.</p> <p>The submitters were residents who noted an increase in properties and driveways, increased use of the road – including from development in the area to the North, and</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed and recommended for consultation
	Letts Gully Road	70km	50km					

	Lower two thirds from Manuherikia Road. Map 3			the road layout (at times windy or narrow with minimal verge and poor sightlines). Safety concerns for cyclists and children were expressed. Initial technical advice indicates support for the reduction. Technical advice indicated the location of the speed transition should also be investigated as the change in land use is not aligned with the current speed limit transition.		Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	
	McArthur Road Top of Map 3 – off Springvale and parallel with Golden Road. Also in GIS B	100km	TBD	Two submissions requested a further reduction in speed on McArthur Road. These requests included increased growth with hidden driveways, and increased heavy vehicle movements. From a technical perspective, McArthur Road is not recommended for a reduction in speed from its existing open road speed limit because it is very rural in nature, is sealed and straight, it is low volume and it is flat with good visibility. There is also no crash history or public feedback in the system requesting review. Due to these factors, a reduction would be very unlikely to achieve an appropriate level of compliance.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No changes recommended.
	Springvale Road	Refer to Table 3.						
	Dunstan Road	Refer to Table 3.						
	Little Valley Road Entire street Map 4 Supporting information appended	100km	60km	A petition was received signed by more than 20 residents and members of the Little Valley community. The petition requested a 60km speed limit be applied to the whole of Little Valley Road due to the increase in vehicles and change of use with the mountain bike park location. The petition also mentioned safety concerns for young children and stock. Technical advice indicated support for the proposal due to the changing nature of road use and the high level of support from all affected parties.	Panel to decide.	The petition received was signed by all members of the family who own two stations on Little Valley Road. These are the only residents on a no-exit road. There is a low-level risk this definition of consultation could be challenged, however it could be managed. At the discretion of the Hearing Panel, further consultation may not be required.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed and recommended for changes through current process.
Clyde	Earnsclough Road	Refer to Table 3.						
	Sunderland Street Map 5	70km	TBD	Four submissions were received supporting a lower speed limit for Sunderland Street in Clyde. The submissions felt the current 70km setting felt unsafe for the high level of	Yes	This proposal would require consultation under the Significance and Engagement	The panel could recommend a new speed limit be adopted as a result of consultation through	Discussed. Not recommended for next consultation round, however should be

				<p>walking and cycling. The new subdivision, use of the hospital, and ageing population were all mentioned.</p> <p>Technical advice did not indicate support for a further reduction at Sunderland Street (70km/hr section) due to the lack of development (all accessways for adjoining properties are onto other local roads) on either side of this road corridor, along with large areas of currently undeveloped land, a footpath which is generally set well back from the road edge and flanked by street trees, a lack of public feedback relating to this area and no crash history that triggered during the technical speed limit review process. As growth occurs, this area very well may be considered in future however.</p>		<p>Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	considered as development increases.
	<p>Mutton Town Road</p> <p>GIS C</p>	100km	70km	<p>One submission requested Mutton Town Road speed settings be reviewed and reduced to 70km or below due to the level of development and changing road use.</p> <p>Technical advice noted Mutton Town Road was not currently considered for a speed limit reduction due to the limited existing development and straight, wide sealed nature in a rural setting. As growth occurs, it may be considered in the future. The advice noted 70km is no longer recommended as part of Waka Kotahi speed setting guidelines.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. Not recommended for next consultation round, however should be considered as development increases.
Bannockburn	<p>Bannockburn Road</p> <p><i>Area from Cromwell to Pearson Road</i></p> <p>Map 12</p>	100km	80km	<p>Eight submissions were received requesting a further reduction in speed on the portion of Bannockburn Road between Cromwell and Pearson Road. This is currently set at 100km, with a 50km setting on one end at 80km on the other.</p> <p>The submitters cited heavy use of the street and a high number of active accessways.</p> <p>Technical advice indicated merit in lowering the speed at this location.</p> <p>One submission was received opposing a reduced speed limit on Bannockburn Road – see Table 2.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed and recommended for consultation

	Hall Road	<p>One submission was received requesting a reduced speed limit at Hall Road, Bannockburn, due to growth.</p> <p>This change should have been included in the Speed Limit Bylaw but was missed due to an error in communication.</p> <p>See Attachment 13: Technical adjustments to be considered by the panel.</p>						Discussed and recommended for change through current process
	Cairnmuir Road	Refer to Table 3.						
	Bannockburn <i>Entire township</i> Map 13	50km	40km	<p>Three submissions requested a reduction in speed be considered for Bannockburn village, due to increased traffic and safety concerns when walking or cycling.</p> <p>Technical advice noted the request only.</p>			<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. No change recommended.
Cromwell	Richards Beach Road <i>Unsealed section</i> GIS D	100km	50km	<p>A submitter requested an extension of the Cromwell Urban Traffic Zone (50km) to cover the unsealed section. The submission noted increased growth on the road and increased use by both pedestrians/cyclists and heavy vehicles; and the impact of the higher speed on the road surface.</p> <p>The submissions requested road seal be investigated if a speed reduction is not appropriate.</p> <p>Technical advice indicated merit for further discussion toward a reduction at this location.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed and recommended for change through current process.
	Stowell Drive <i>Entire street</i> Map 11	50km	30km or 40km	<p>Three submissions requested a reduction in speed for Stowell Drive, with concern about its use as a short cut. The submissions mentioned high numbers of school children walking, cycling, and scooting at this location. There were concerns about speeding in excess of current speed settings.</p> <p>Technical advice did not suggest an update to speed limit settings at this location.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. No change recommended.

	Jollys Road <i>Entire street</i> Map 11	50km	TBD	<p>One submission was received requesting a reduction in speed on Jollys Road as part of wider reductions requested in Cromwell due to the volume of traffic, congestion, and safety for children to access the school.</p> <p>Technical advice suggested improvement opportunities on Jollys Road to manage these concerns</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. No change recommended.
	Pinot Noir Drive <i>Entire street</i> Map 11	50km	TBD	<p>One submission was received requesting a reduction in speed on Pinot Noir Drive as part of wider reductions requested in Cromwell. The submission noted visibility outside the Early Learning Centre as a particular concern.</p> <p>Technical advice indicated an investigation into how to manage visibility concerns may be preferable to a speed limit change.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. No change recommended.
	Swann Road GIS E	80km	50km	<p>Three submissions requested further reductions at Swann Road due to dangerous bends and a high level of pedestrian, cyclist, and horse riding road use.</p> <p>Technical advice did not support a lower speed setting as the rural nature is unlikely to achieve satisfactory compliance. It noted other avenues to address the concerns, including the installation of curve advisory signage as an option.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Discussed. Speed limit to be reduced as consulted on through current process – no further reduction recommended
	Radford Road <i>First 300m from Swann Road intersection</i>	100km	50km	Two submissions relating to Swann Road also included concerns on Radford Road, particularly in the first 300m.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed – reduction recommended through current process for consistency with Swann Road
	Radford Road <i>From 300m after Swann Road intersection</i>	100km	80km	Technical advice did not support a lower speed setting as the rural nature is unlikely to achieve satisfactory compliance.		Significance has been determined by the impact on		



	GIS F					people who are likely to be significantly affected by or interested in the matter.	The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	
	Ripponvale Road	Refer to Table 3.						
	Cromwell <i>Entire township</i> Map 11	50km	TBD	Three submissions requested a reduction in speed at the Cromwell Town Centre, two with specific mention of Murray Terrace to be included. The submissions noted the increasing road use for both vehicles and pedestrians/cyclists and continuous growth. Technical advice indicated these areas could be managed in association with the Cromwell Master Plan for consideration through this process.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Pisa Moorings	Pisa Moorings <i>Entire township</i> Map 14	50km	40km	Three submissions requested a reduction in Pisa Moorings to either 40km or below. The submissions noted a higher level of development, young children, limited footpaths, and consistency with other development settings. Technical advice did not change as a result of this feedback.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
	Clark Road <i>Entire street</i> Map 14	100km	60km	One submission requested a reduction in speed be included for Clark Road. The submission noted the unsealed nature of the road, increasing road use through development and intensification, and safety issues when approaching gateways. Technical advice did not change as a result of this feedback, noting a low volume of users and limited development on a rural road.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be	Discussed. Recommended for consultation.



							investigated and formulate part of future consultation.	
Lauder	Lauder Road GIS G	100km	80km	One submission requested a reduction in speed for Lauder Road in the portion often referred to as 'Lauder-Matakanui Road'. The submission noted the rail trail road crossing and high number of cyclists. Technical advice did not support a reduction in speed as a rural road with limited development and a low volume of vehicle movements. Curve advisory signage could be investigated.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. Recommended for consultation.
Omakau	Omakau-Ida Valley Road <i>Section between Omakau and Ophir</i> Map 16	100km	TBD	One submission asked a reduction in speed be investigated for the Omakau-Ida Valley Road in the section between Omakau and Ophir. The submission noted high cyclist and pedestrian traffic along with heavy vehicles at speed. Technical advice did not change as a result of this submission.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Ophir	Ophir township <i>Entire township</i> Map 16	50km	30km	One submission supporting the reduction in speed on Ophir Bridge Road requested Ophir township be reduced to 30km to aid with speeding concerns in an area with no footpath or cycleway. Technical advice noted low compliance with the existing 50km limit and indicated a lower setting would not be appropriate under current conditions.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Tarras	Māori Point Road GIS H	100km	TBD	Two submitters requested speed limit reductions be investigated for Māori Point Road due to an increase in traffic as a short cut and safety concerns with increasing pedestrian and cyclist use, including from children.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended.



				Technical advice did not support changing settings at this location due to the very rural, straight, and unsealed nature of the road where compliance would be low and continuous effective enforcement would be difficult.		Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	
Teviot	Teviot Road	Refer to Table 3.						
	Roxburgh East Road	Refer to Table 3.						
School speed zones	All schools in Central Otago	Varies	Varies	<p>Four submissions included requests that school speed zones be put in place.</p> <p>Technical advice supports school speed zones and notes future community consultation is planned on school speed zone proposals.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	Programmed for future consultation.

Table 3. All locations specifically mentioned in submitter feedback opposed to the reduced speed limits

Area	Road/area	Existing speed limit (km)	Proposed speed limit (km)	Explanation	Questions for Hearing Panel	Hearing Panel Recommendation
Naseby	Naseby <i>Entire township</i> Map 17	40	60	<p>Eight submissions were received opposed to the Speed Limit Bylaw proposal relating to Naseby. One further submission supported the changes in part but felt in unnecessary to reduce the limit on all streets.</p> <p>Submitters felt some specific streets, such as Derwent, did not need the reduction and had relatively high compliance with speed limits. Enforcement was mentioned as a concern as was the cost of signage. Other submitters felt cyclist behaviour was a greater concern than speed.</p> <p>Two submissions were received supporting the bylaw proposal.</p> <p>Technical advice was not changed as a result of this feedback. It is noted any associated signage costs are minor.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Changes recommended to Naseby speed settings.



	Ranfurly-Naseby Road <i>500m from Naseby to Naseby township speed zone</i> Map 17	70	60	One submission opposing the proposal for Ranfurly also referenced the portion of Ranfurly-Naseby Road and Danseys Pass Road on either side of the township. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	
	Danseys Pass Road <i>From Naseby township toward Wet Gully Road</i>	100	60	One submission opposing the proposal for Ranfurly also referenced the portion of Ranfurly-Naseby Road and Danseys Pass Road on either side of the township. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process..	Discussed. No changes recommended to proposal as consulted.
	Danseys Pass Road <i>From 200m south of hotel to 200m north of hotel</i> Or <i>From Home Gully Road intersection to end of seal</i>	100 100	30 60	One submission opposed the change on Danseys Pass Road. The submission did not specify which section of Danseys Pass Road. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted.
Alexandra	Earnsclough Road <i>From 710m from SH8 intersection to Conroys Road intersection</i>	100	80	Seven submissions were received opposed to speed changes at Earnsclough Road. Feedback did not always specify which portion. Submitters felt the road was appropriate to remain at the existing speed limit and that a change was not necessary.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. Adjustments to be made to reduce speed settings and boundaries at the Clyde end of Earnsclough Road. No changes recommended from proposal as consulted on at Alexandra end.
Clyde	Earnsclough Road <i>From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection</i>	100	50	Seven submissions were received requesting a further reduction in speed on Earnsclough Road. Submitters felt the area of new development outside Clyde in particular was appropriate for a further reduction in speed. Three specifically supported changes at this location. Technical advice was not changed as a result of this feedback.	The panel could recommend further reductions in speed be investigated and formulate part of future consultation. The panel can make different recommendations for the two different sections of Earnsclough Road.	
Alexandra	Chapman Road <i>Entire street</i> Map 3	100	80	Two submissions were received opposing the reduced speed limit on Chapman Road. On submission supported a reduction. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended to proposal as consulted on.



	Conroys Road Map 3 <i>From Earnsclough Road intersection to 730m South of Earnsclough Road intersection</i>	100	80	Three submissions were received opposing the reduced speed limit on Conroys Road. One submission noted the change would add too much extra travel time. Two submissions supported the change in speed at Conroys Road.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. Adjustments made to settings as a result of feedback – recommend 80km for entire road with a curve advisory sign.
	Conroys Road <i>From 730m south of Earnsclough Road to 400m south of Conroys Dam Road</i>	100	60	Technical advice was not changed as a result of this feedback.		
	Conroys Road <i>From 400m South of Earnsclough Road intersection</i>	100	80			
	Galloway Road <i>Entire street</i> Map 3	100	80	Five submissions were received opposing the reduced speed limit at Galloway Road. The submissions cited the road conditions and a lack of evidence supporting the change. Technical advice was unchanged as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed – adjustment recommended to proposal. Recommended to remain at 100km.
	Crawford Hills <i>Entire Street</i> Map 3	100	80	One submission on Galloway Road also mentioned Crawford Hills Road as a road with little evidence for a reduction in speed due to long stretches without driveways and side roads and good visibility. Technical advice is unchanged as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed – adjustment recommended to proposal. Recommended to remain at 100km.
	Springvale Road <i>From SH8 to 100m east of McArthur Ridge Road</i> Map 3	100	80	Seven submissions were received opposing the reduced speed limit at Springvale Road, suggesting a lack of evidence against the change. Eight submissions were received supporting the speed reduction on Springvale Road, with six of those submissions requesting further reductions in speed. Technical advice is unchanged as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended to proposal as consulted on.
	Dunstan Road <i>From 1130m from Chicago Street intersection to Springvale Road</i>	100	80	Nine submissions were received opposing the reduced speed limit on Dunstan Road, suggesting a lack of evidence and the straight nature of the road with limited driveways.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended to proposal as consulted on.



	Map 3			<p>Three submissions supported a reduction in speed on Dunstan Road, with current and potential growth and safety as the main reasons for support. One of the submissions indicated support for a further reduction.</p> <p>Technical advice remains unchanged as a result of feedback.</p>	<p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	
	Coates Road <i>From Airport Road intersection to Dunstan Road intersection</i>	100	80	<p>One submission listed both portions of Coates Road as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
	Coates Road <i>From Dunstan Road intersection to end of road (Airport)</i>	100	60	Map 3		
	McGregor Road <i>Entire street</i>	100	60	<p>One submission listed both McGregor as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
Clyde	Fruitgrowers Road <i>From Earnsclough Road intersection to 80m northwest of Earnsclough Road intersection</i>	100	50	<p>One submission was received opposing a reduction in speed on Fruitgrowers Road.</p> <p>One submission was received requesting further reductions in speed on Fruitgrowers Road. This submission noted the signage location is out of alignment with the depiction on the maps by appx 250m.</p> <p>Technical advice remained unchanged, but noted the signage location would be updated as part of the related speed limit signage updates.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
	Fruitgrowers Road <i>From Earnsclough Road intersection to 80m northwest of Earnsclough Road intersection</i>	100	30	Map 5		
	Fache Street <i>From Naylor Street to 40m North East of Newcastle Street intersection</i>	50	30	<p>One submission listed Fache Street as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
	Map 5					



Cromwell	Cairnmuir Road <i>Entire street</i> Map 12	100	60	<p>One submission felt the 60km limit on Cairnmuir was too slow and suggested 80 instead.</p> <p>One submission requested a reduction in speed on part of Cairnmuir through a change in location of the speed limit sign.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Adjustment recommended to Cornish Point Road (Cairnmuir turns into Cornish Point Road) to remain at 60km.
	Bannockburn Road <i>Entire street</i> Map 12	100	80	<p>One submission was received opposing a speed limit reduction on Bannockburn Road in general.</p> <p>Eight submissions were received requesting a further reduction on one specific portion (see Table 2).</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended. Bannockburn Road to undergo further consultation on requests relating to an adjacent portion.
	Pearson Road <i>Entire street</i> Map 12	100	80	<p>Three submissions were received opposing the reduced speed limit on Pearson Road, due to a lack of evidence, few driveways, lines of sight, and the road layout.</p> <p>Pearson Road was mentioned in ten submissions supporting a reduction in speed in the Bannockburn area – these submissions supported an overall reduction in speed and requested it continue onto the neighbouring portion of Bannockburn Road. They did not all mention specific support for the Pearson Road speed limit.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Adjustment made to proposal – Pearson Road recommended to remain at 100 subject to further consultation along with Sandflat and Bannockburn Roads.
	Sandflat Road <i>Entire street</i> Map 12	100	80	<p>Two submissions opposed the new speed limit on Sandflat Road. One submitter noted the straight road, few residences, and great lines of sight.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Adjustment made to proposal – Sandflat Road recommended to remain at 100 subject to further consultation along with Pearson and Bannockburn Roads.
	Ripponvale Road <i>Entire street</i> Map 9	100	80	<p>One submission opposed the new speed limit at Ripponvale Road.</p> <p>One submission supported the 80km reduction for Ripponvale Road and asked a further temporary reduction be put in place of 60km over cherry season in the months of December and January when vehicle movements increase.</p> <p>Technical advice noted the confusion that seasonal speed limits can cause outside of very limited applications.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend a seasonal speed limit be investigated for future consultation.</p>	Discussed. No changes recommended to proposal as consulted on.



	Ord Road <i>Entire street</i> Map 9	100	80	<p>One submission opposed the new speed limit at Ord Road.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No changes recommended to proposal as consulted on.
	Felton Road <i>Entire street</i> Map 12	100	80	<p>One submission listed Felton Road as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Two requested further reductions.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No changes recommended to proposal as consulted on.
Omakau	Ophir Bridge Road <i>From SH85 to Ophir township (Southern end)</i> Map 2	100	60	<p>One submission was received opposed to the reduced speed limit at Ophir Bridge Road.</p> <p>The submission expressed concerns the new limit would encourage pedestrians.</p> <p>Ten submissions expressed specific support for the reduced speed limit at Ophir Bridge Road.</p> <p>Technical advice has not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No changes recommended to proposal as consulted on.
Millers Flat	Teviot Road Map 7 <i>From 100m North of Oven Hill Road to 200m South of Oven Hill Road</i>	100	50	<p>One submission was received against the reduced speed limit in Teviot Road.</p> <p>A further submission was received in favour of a reduction to 80km but against a variation in speed limit changes across both Teviot and Roxburgh East Roads, preferring a set 80km across this area.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Recommend adjustments made to speed settings.
Roxburgh	Teviot Road <i>From Jedburgh Street intersection to 3.8km South of Jedburgh Street bridge</i>	100	80	<p>A third submission supported the change in part, but felt the 80km area extended further than it needed.</p> <p>One submission supported the change as proposed in the bylaw.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend an adjustment to the speed limit settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	
	Roxburgh East Road Map 6 <i>From SH8 to 170m West of dam</i>	100	60	<p>Two submissions were received against the changes at Roxburgh East Road. One submitter noted frustration for truck drivers with the new approach and the other the need for self-responsibility on country roads.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. Recommend adjustments made to speed settings.
	Roxburgh East Road <i>From 170m</i>	100	40		<p>The panel could recommend the speed limit remain at existing settings as a result of submissions</p>	

	West of dam to 20m South of cycle trail parking			A further one submission supported some of the reduction but felt a reduction to 40km to be excessive.	received through the Speed Limit Bylaw 2022 consultation process.	
	Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	100	80	A further one submission supported a reduction to 80km across the Teviot Road and Roxburgh East Road area but did not support the variation and lower speeds. 68, 71, 104, 184, 204	The panel could recommend an adjustment to the speed limit settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	
	Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	100	80	Two submissions supported the changes at Roxburgh East Road. A further one submission supported the change and felt it should extend further, with a portion of the remaining 100km section also reduced to 80km for school children departing the school bus. A further one submission supported the change and requested a further reduction to 60km in one section. 81, 125, 134, 145 Technical advice was not changed as a result of this feedback.	The panel could recommend further reductions in speed be investigated and formulate part of future consultation. The panel can make different recommendations for different portions of Roxburgh East Road.	

4. All locations specifically mentioned in submitter feedback opposed to increased speed limits

Area	Road/area	Existing speed limit	Proposed speed limit	Explanation	Questions for Hearing Panel	Hearing Panel Recommendation
Patearoa	Ranfurly-Paterearoa Road <i>From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection</i> Map 18	50	100	One submission opposed the increase in speed at Patearoa citing a related increase in greenhouse gas emissions. Technical advice has not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted on.

Note, Goff Road mentioned in oral submissions and recommended for adjustment by panel.



Appendix 13: List of technical adjustments to be considered by the Hearings Panel

Road/area	Existing speed limit	Proposed speed limit	Explanation	Consultation	Explanation	Recommendation
Omakau Area <i>Former State Highway RCA area</i>	70km	50km	Minor technical adjustments recommended due to mapping errors and technical advice received after the maps went out for consultation. The old State Highway RCA is incorrectly shown on some maps. Adjustments will be made to update the maps.	No	Does not reach significance – this represents a technical update to the maps only.	Panel recommended adjustment be made.
Hall Road, Bannockburn <i>Extension of urban traffic zone</i>	100km	50km	A proposal to extend the Urban Traffic Zone on an outstanding portion of Hall Road should have been included in the proposed Speed Limit Bylaw 2022. It was missed due to a communication error. One submitter requested a reduction in speed at this location.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter	Panel recommended adjustment be made.
Pipeclay Gully Road, Bannockburn <i>Entire street</i>	100km	50km	A technical analysis of the Hall Road proposal (above) suggested Pipeclay Gully Road ought to be considered as part of the same proposal due to its location.	Yes		



Attachment 1: Table of submissions

Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Megan Phillips	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	The main issue I face on the roads is people crossing the central line when there is the smallest bend in the road. I drove the Cromwell gorge regularly and think speed is not as big of an issue and cutting corners which I don't think reduce speed would cut. If anything it could increase the rate.	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	1
Richard Parker	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	would like to know roads	N/A	2
Lisa Baines	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	3
Jessica Harvey	Yes	Will result in safer roads around where we live and work, Will		N/A	4



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity, Will give a consistent speed message where we live and work			
Sharyn Park	In part	Will result in safer roads around where we live and work	I can not understand why the entrance past Molyneux Estate has not been reduced from 70km especially given there will be an additional 70 dwellings using this entrance with the opening of Dunstan Park. This doesn't make sense when compared to Dunstan Road which is a lower speed	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	5
Nita Smith	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	6
Ant Jug	No	Current speed is ok but the road needs to be improved	How about fox roads , our tax's has n fuel are through the roof so why can't we make roads safer bye fixing them instead of reducing speed ???	Comments around road funding are unrelated to the speed limit review process.	7
Robert Dyer	No	Speed reduction will result in increased travel time	There is nothing wrong with the current speed limits, lowering the speed limit is more likely to frustrate people and cause people to pass dangerously, as technology advances so should the speed limit it should be going up. Don't lower any speed limits, instead raise a few of them	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth-related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from	8



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Sharon Smid	In part	Will result in safer roads around where we live and work, Current speed is ok but the road needs to be improved	Cromwell - Jollys Rd speed needs to be reduced, many children use this to school or preschool, high volume of traffic at this time and congestion around Jollys Road shop, speed is also an issue. Stowell Drive; Used as through Rd, many travel too fast and design of road cars veer to right/ middle of road. Pinot Noir - Outside Willows ELC as for Jollys Road but also driver visibility around bend coming from Chardonnay is impeded by vehicles parked on verge (no adequate parking in industrial area) so this issue not just limited to here and will only get worse	Noted - recent traffic counting data did not support the view that road users are speeding on Stowell Drive. In fact it showed there was a very high level of compliance. Like any road corridor in the district, there is a traffic counting programme and speeds are continually monitored and assessed. Agree there are improvement opportunities around Jolly Road, but they are not necessarily solely around speed, there are other options to be considered here such as electronic warning signage of a well used pedestrian crossing at key school times. Parking within the industrial area is generally offset by suitable off street parking being available at most businesses, however visibility concerns can be investigated by Councils roading team.	9
Joe Murdie	No	Speed reduction will result in increased travel time	Current speeds are safe and fair.	N/A	10
Wendy Muir	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Reducing speed limit around Clyde Historic Precinct plus all roads leading in is welcomed - at long last. It is unfortunate that Conroys Rd and Earnsclough Rd leading into Sunderland St Clyde is now used as a fast bypass to travel onto Cromwell Wanaka areas. The current speed limit for vehicles who use	Noted	11



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			Sunderland st of Clyde is horrifying to witness plus the road noise this speed generates. - we need to be more mindful of people ie walkers and bikers shoppers and not just used as a through traffic area.		
Amanda Campbell	No	Current speed is ok but the road needs to be improved	With low traffic rates and experienced open road local drivers the changes are not justified.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	12
Jayden Miller	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	13
Duncan Campbell	No	Current speed is ok but the road needs to be improved	These country roads are not highly populated. Also newer cars have much lower stopping distances and are much safer. If anything some roads limits should be increased to 110 as in other countries	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors	14



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				(such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Luke Dillon	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	I don't support any changes to speed limits, traffic is generally limited by factors such as weather and the amount of traffic at any given time. There is seldom times where anyone is excessively speeding anyway.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	15
Elaine Munro	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message		N/A	16



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Paul Bisset	In part	where we live and work Will reduce crashes and crash severity	<p>I live at 125 Bannockburn Road, in general I support the reason of the review, but I am completely dumfounded as to why the 2.8km section of Bannockburn Road from Cromwell to Pearson road is to remain at 100KPH. This completely goes against the opening statement in the proposal "Why are we making changes" which talks of safety, need to reduce speed due to growth, and meet the needs of the community. Below I outline the reasons why this 2.8km section of Bannockburn Road from Cromwell to Pearson road should be reduced to 80KPH.</p> <p>This 2.8km section of Bannockburn Road has roughly 20 active residential accessways at present with still more to come with further land development, most of these accessways are serving multiple properties, there is one street intersection, 3 commercial access points and 4 other access points to community used areas (dog exercise areas etc). That's 28 points along this section of road where traffic are slowing, often to a near stop to turn off Bannockburn Road as the sealed shoulder on Bannockburn road is very narrow so cars cant pull out of the live lane to turn off, and 28 points where vehicles are pulling onto Bannockburn Road into a high speed zone. So that's an average of 1 point every 100m for the potential of a high speed potentially fatal, most definitely serious injury nose to tail or T-Bone collision. Interestingly Pearson road which is</p>	Noted - to be discussed at hearings panel. There is technical merit in lowering the speed at this location.	17



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>proposed to go to 80KPH is approximately 3km long and has 30 access points (26 residential accessways, 1 road and 3 commercial access points), so again an average of 1 point every 100m for the potential of a high speed potentially fatal, most definitely serious injury nose to tail or T-Bone collision. But Pearson Road is being reduced to 80KPH which is completely the right thing to do, so why not be consistent and reduce this section of Bannockburn road to 80KPH.</p> <p>This 2.8km section of Bannockburn Road also has a walking/cycling track adjacent to the road, in some places getting very close to the road, CODC will know this as it built the track. I walk my dog along this track almost daily and it is unnerving the speed and overtaking maneuvers that I see along this section of road. The School bus doesn't do pickups on this section of Bannockburn road so many school kids bike along the cycle way to and from school, due to the rough nature of the cycleways surface many cyclist are still using the road which has a very narrow shoulder and the vegetation is overgrown on the western side which narrows the road up corridor creating a very dangerous and narrow corridor, another good reason to reduce the speed limit to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road is lined with power poles mostly concrete ones just next to the walking/cycle trail which present a several risk of injury or death in 100KPH collision, this adds risk to the environment of this section of road and adds</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>to the argument to reduce the speed to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road has many properties along it and residence with road frontage maintain the area in the road corridor in front of their property, the Council don't do it nor should they have too. A narrow strip of the road shoulder, less than 1m in width, is sprayed once a year by CODC, usually during early spring. After about 3months or so the vegetation grows back, many residence then mow right up the edge of road on their ride on lawn mowers to maintain the vegetation. Our property is on the road and I mow our road frontage for a couple of reasons, it prevents the build up of litter, reduces the fire risk around my property particularly from a cigarette from a passing car, and it enhances the area by keeping it tidy. Mowing up to the edge of the road in a 100KPH zone creates significant risk to the residence on the mower and road users. Some may say well don't mow the edge of the road, there are areas of the road side on this section of road that aren't maintained and it looks awful, has noxious weeds growing in it, catches litter and presents a real fire risk. To see a good example of what a poorly maintained road shoulder looks like please have a look at the western side of this section of road along the Chaffer beetle reserve. It is a mess, its holds litter, is a creates a high fire risk which given the proximately to large pine plantations with several residential properties amongst the trees is a concern. The poorly</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>maintained vegetation creates a road safety issue by reducing, if not eliminating the use of the western shoulder due to the overgrown vegetation encroaching up to the edge of seal. Mowing up to the edge of the road in a 100KPH creates a significant risk to residence and road users and is another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road also has vertical visibility restrictions so has yellow center lines along parts of it, there are accessways that come off at these sections with double yellow lines which increases the chances of the high speed nose to tail accident, again another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road is treated like a drag strip for some, they get to end of Barry Ave heading south and floor it. I have been guilty of this many years ago in my youth but there was no cycleway, maybe 1 or two residential accessways then, its just too dangerous for that now. It is a policing matter to enforce the speed limit, I would like to think the CODC are not accepting the dangerous status quo and leaving the speed limit at 100KPH from the thought that no one will comply with a lesser speed limit. By reducing the speed limit if road users don't comply to the posted limit the consequence of speeding are more severe so the high risk speeds should reduce, another good reason to reduce the speed of this section of road</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>to 80KPH.</p> <p>This 2.8km section of Bannockburn Road has seen a significant increase in traffic volumes in recent years. We have lived at 125 Bannockburn road for approx. 4.5yrs now and have seen a significant increase in traffic over this time. As the population of Bannockburn grows along with the success of the Cromwell to Clyde Cycle trial, the traffic on this section of road will only increase further increasing the risk of high speed incident. To keep it at 100KPH is doing the residence along this section of road and all road users a complete injustice and another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road has also seen an increase in heavy traffic heading to/from Queenstown wanting to avoid the busy McNulty road/SH6 intersection, these vehicles are from business in the Rodgers st, Barry Ave McNulty road area. Given the narrow road, narrow shoulders and residence pulling onto and off the road every 100m, having an increase in Heavy vehicles on this road is dramatically increasing the risk to road user, which is another good reason why the speed limit should be reduced to at least 80KPH.</p> <p>For a balanced argument I considered the benefits to the community to keep this 2.8km section of Bannockburn Road at 100KPH.</p> <p>Time: some basic math's calculates it will take 100seconds to travel this section of road at 100KPH</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>(2.8km/100KPH x 60 = 1.68min or 100.8sec) , and at 80KPH it will take 125sec (2.8km/80KPH x 60 = 2.1min or 126sec). So the benefits for the community and visitors to maintain the speed limit at 100KPH is that they can travel this section of road 25sec quicker at 100KPH than at 80KPH.</p> <p>Cost: given the issues I have raised the cost to bring this road to a safe standard to accommodate traffic at 100KPH will cost hundreds of thousands of dollars to carry out shoulder widenings , vertical alignment corrections and additional road side mowing. To reduce this section of road to 80KPH will cost about \$400 in a couple of signs.</p> <p>Given the issues I have outlined above I would consider the cost to decrease the speed limit to 80KPH insignificant compared to the cost to increase the standard of the road to safely accommodate traffic at 100KPH, and the time saving of 25sec to travel the road at 100KPH to be insignificant compared to the safety benefits of reducing the speed of this section of road to at least 80KPH.</p> <p>I contacted the council by email on the 14th of May 2020 requesting the speed limit on this section of road be reduced, the prompt and pleasant response explained there was a review of the speed limits due soon. I followed it up in June and October 2021. Good to see the review is underway but as someone who has previously contacted the council about this subject I find it disappointing that the issues that I brought to the CODC almost 2 years ago weren't followed up as part of putting</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			together this proposal. Thank you for the opportunity to provide feedback.		
Kate Moran	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Current speed is ok but the road needs to be improved	Alot of the roads are gravel they probably need to consider sealing them. Encleugh Road is very long to be 80	Noted - funding around seal extensions on gravel roads is unrelated to the speed limit review process. The speed limit reduction on the proposed section Earnscleugh Road was deemed appropriate during the technical speed limit review. No changes proposed from what was consulted.	18
Tracey Wood	In part	Current speed is ok but the road needs to be improved		N/A	19
Pip Feyen	In part	Will give a consistent speed message where we live and work		N/A	20
Tala Mcivor	No		You guys are missing the point completely the speed limit isn't the problem it is the people. You need to run a investigation on who, when and why people are thinking this way and then pin point the people / age group that are causing problems like accidents or issues and then address them. For example old people driving slow causes crashes then they shouldn't be on the roads they should have to take a test every 5 years after the ages of 70. Instead of giving internationals a license without them driving on our roads before they should have to do a driving test because every road and road rules in every country is different. With younger citizens maybe if you looked throughout otago you would see that in most places the road	Noted - driver behaviour is the responsibility of the Police to enforce. Additionally, Council do undertake targeted road safety promotion to all road users of all types and ages. Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes	21



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>markings are incorrect with white lines indicating to pass while on a blind corner ect and speed signs on open road that go from 100ks to 50ks without a 70ks sign in between causing crashes. Or you could even put the a better limitation system in place for young drivers. You guys are not thinking about this correctly. If you choose to cut down the 100k roads to 70ks or less I promise you people will retaliate and you will find yourself with a big shit show with cops overworked , more dangerous driving and more lives lost. It will also take a great toll on delivery drivers costing everyone more money to have things like groceries, or things on time and you will cause more inflation that will most definitely help send us into a depression. You need to address fine for bicyclists as they do not stick to the bike paths and too many times this week alone I have seen bikers on the middle of the main road without a care in the word. Laws must also change for Bicyclists to have indication lights on there bikes if they are to be anywhere near the road and you must find a way for this to be monitored. If you are truly thinking about the people and community do not do this !</p>	<p>also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Any delays as a result of the proposed changes should be considered very minor and negligible in comparison to the safety factors gained as part of this process.</p>	
Alistair Campbell	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	22



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Tim McGimpsey	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	<p>I agree that certain roads could do with a speed limit reduction (eg airport road and fisher lane). However others do not make much sense. Galloway road and Dunstan road are straight roads with excellent visibility and minimal driveways. I don't see what lowering the limit will achieve here. Earnsclough road, Chapman road and Conroys road are windy roads with an already slow speed of travel. It is rare that vehicles travels through here at more than 60-80kph due to the curves. Once again, lowering the speed limit here seems like a pointless exercise.</p> <p>My main complaint with this bylaw is that it is overly complicated. Having so many different speed limits in a small area is annoying and difficult to keep track of, especially if you do not know the area. Christchurch is a city that has put bylaws as these into effect. As a result, there are speed limits of 30-40-50-60-80-100 within a few minutes drive, Often jumping up and down for no apparent reason. This is a nightmare to navigate.</p> <p>In my opinion the roads around Alexandra/Clyde are good at 'self regulating' traffic speed. I have lived in the area for many years and I cant think of any roads where drivers consistently travel at a speed which is unsafe.</p> <p>I think instead of lowering speed limits, more needs to be done to remind people that the limits are not targets. That means there is absolutely nothing wrong with driving 80 in a 100 zone if there is a lot of traffic around and people driving in and out of side roads, and there is nothing wrong with driving those same roads at 100 when traffic is minimal.</p>	<p>Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. In particular, Galloway Road and Dunstan Road were proposed to have lower speed limits due to existing and known future growth, there are now many individual accessways coming onto these roads, and while they are sealed and straight they are quite narrow. The speed limit change/frequencies are in line with Waka Kotahi setting of speed limit guidelines.</p>	23



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nikki Aaron	In part		I'm surprised to see that Sunderland St and Mutton Town Road have been excluded from proposed changes. Sunderland St should be reduced from 70km to 50km given the amount of activity on the street. Mutton Town Rd needs to be reduced to at least 70km considering all of the activity happening on the road and a future retirement village with an entrance off of the road.	Noted - Sunderland Street (of which it is presumed they are referring to the existing 70km/hr section) was not identified due to the lack of development (all accessways for adjoining properties are onto other local roads) on either side of this road corridor, a footpath which is generally set well back from the road edge and flanked by street trees, a lack of public feedback relating to this area and no crash history that triggered during the technical speed limit review process. Muttontown Road was not considered for a speed limit reduction due to the existing limited development in this general area on each side of the road, its straight, wide sealed surface and general rural environment. As growth occurs, this area very well may be considered in future however. 70km/hr is also no longer recommended as part of the Waka Kotahi setting of speed limit guidelines.	24
Chris Goddard	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Support proposal with one addition: Maori Point Road near Tarras - increasing traffic load as short cut, increasing cyclist, walker and increasing numbers of children resident along the road and ongoing traffic accidents (mostly loss of control). Should be included in the plan with a reduced speed limit.	Noted - no changes are proposed to the speed limit maps from consultation. This would not be supported by Councils roading team due to the very rural, straight and unsealed nature of Māori Point Road where compliance would be low and	25



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				continuous effective enforcement would be difficult.	
Malcolm Taylor	No	Speed reduction will result in increased travel time	Lowering speed limits will cause more congestion and hence more risk of accidents. Fewer speed limits would make it easier for drivers to know what the speed limit is in a location, rather than have to remember what the last speed sign reads, or risk that they miss a speed sign change. Keep things simple for greater safety.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	26
Justin Richmond	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	27
Ronan Creane	No		The limits are fine. The roads are not dangerous.	Noted - without further detail this cannot be answered comprehensively	28
Jill McGregor	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Current speed	Most changes will be very good. I certainly applaud the township of Clyde dropping to 30kms. My concerns are: Sunderland St south end will become very busy with the new subdivision entry/exit road. As a resident nearby, the current road in and out of the hospital is busy enough at present and with the addition of a new subdivision, 70kms will be too dangerous.	Noted - the highways and intersections listed are the responsibility of Waka Kotahi, the feedback will be passed on. Sunderland Street (70km/hr section) was not identified due to the lack of development (all accessways for adjoining properties are onto other local roads) on either side of this road corridor, along with large areas of	29



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		is ok but drivers are at fault	<p>(It is currently dangerous enough exiting/entering Clyde via Sunderland/Hazlett Sts/Springvale Road onto a highway where traffic is moving at least the 100km/hr speed. However, I understand the highway is NZTA and hence a separate issue...although 3 intersections off one 100m section of state highway concerns me greatly (Hazlett/Sunderland and Springvale Road) I would sincerely appreciate that concern be forwarded to the NZTA? Trucks in particular thundering down from the hill as cars pull out of any of these 3 intersections are an accident waiting to happen.)</p> <p>But returning to my initial concern re Sunderland St., has there been forward thought given to the average age of the residents who will be living in the new subdivision? The subdivision itself will no doubt be a low speed limit due to road width.</p> <p>The north end of Alexandra managed to get a 70km speed zone on an NZTA state highway while the Sunderland Street current 70km zone hasn't been included in the local council lowered speed changes...to perhaps 60kms? Many of these residents will drive locally...into Clyde for golf, bowls, shopping or cafes.</p> <p>Looking forward to your response Thankyou</p>	currently undeveloped land, a footpath which is generally set well back from the road edge and flanked by street trees, a lack of public feedback relating to this area and no crash history that triggered during the technical speed limit review process. As growth occurs, this area very well may be considered in future however. The speed within the proposed new subdivision falls under the blanket 50km/hr blanket urban traffic zone for Clyde.	
Helen Hanson	In part	Will result in safer roads around where we live and work, Will	PLAN CODCSL-13 - Bannockburn - I note the change on Cairnmuir road to 60 starting at the Bannockburn Bridge - I think from the end of the	Noted - no changes proposed for this area from what has been consulted to date.	30



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity	bridge up to the Bannockburn Hotel it should also be reduced to 60. Often cars are going way too fast up the hill and there is a lot of bikes and cars at the top of the hill stopping at the hotel. The change from 80 to 60 could start at the start of the bridge.		
Robert Greer	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	31
Glenn Vaughan	No	Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	The 2 rondabouts that are currently being constructed on State Highway 8B should be 2 lanes either way. Traffic volume is only increasing as populations continue to grow and it is cheaper to get it right the first time.	This is a Waka Kotahi state highway project and is irrelevant to the speed limit review on local Council roads.	32
Elaisa Chapman	Yes	Will reduce crashes and crash severity, Current speed is ok but drivers are at fault	<p>Grab a cuppa, apologies in advance if my descriptions aren't clear. I'm happy to talk to someone to clarify.</p> <p>Clyde-Alexandra Road, Boundary Road (westbound) Centennial Avenue. Although these are not part of the proposal I would like it to be considered, whether as part of this submission or very soon after.</p> <p>Both aerial and whites maps do not should the completed Pines Subdivision as it is now and Centago Ave. Both have increased in population,</p>	Noted - however this is all related to the state highway network controlled by Waka Kotahi, the feedback will be passed on. The roads missing on the maps for the Pines subdivision (and a few others in the surrounding area) are covered under the Alexandra blanket urban 50km/hr speed zone as shown on the map.	33



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>businesses and therefore traffic. The Pines Subdivision (Pines Road and all roads off it) is now home to many young families. Placemakers, Mico, PGG and numerous other businesses have increased the traffic on Boundary Road. Getting to the east side of Clyde-Alexandra Road and Centennial Ave anywhere between the 70km sign and the Stadium Tavern isn't the easiest of tasks for school children. Crossing between the 70km sign and Boundary Road is essentially running the gauntlet; crossing where the footpath ends on Boundary Road is vulnerable to traffic coming off Centennial Ave and possibly after a wait for traffic coming from the industrial area. Maybe a pedestrian crossing? But where? Reduced the 70km zone on Clyde-Alexandra Road to 50km and put it there? I know there is a traffic island further along Centennial Ave but getting to it safely is a concern.</p> <p>Hopefully these comments are worth a thought.</p> <p>Also, while we are making roundabouts, constructing one on Boundary Road would be great to help with the increased traffic on that corner. Go on.</p>		
Angela Lochaden	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	34



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Scott Cameron	In part	Current speed is ok but drivers are at fault	The 70 k and 100 k zone should no way shape or form be changed , there is absolutely no reason at all to change them . Will result in more frustrated drivers making decisions that are dangerous . I think the penalty for people speeding in a 50 k residential area should be harsher as there is more pedestrians around and more room for error ,	Noted - but due to lack of detail its unknown what the submitter is referring to. Driver behaviour is enforced and controlled by Police.	35
Jodi Kidd	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	A good plan all round well done , only observation would be . Sunderland street outside the old pub does get congested when the cycle store load bikes onto trailer , a suggestion they load from lane behind the old pub . Avoids congestion and allows pedestrians to access freely. Cheers	Noted - the proposed changes as part of the upcoming Clyde Heritage Precinct works will alleviate these concerns to improve traffic flow, address traffic calming and provide more pedestrian friendly spaces.	36
Joanna Mckenzie	No	Current speed is ok but drivers are at fault	Waste of money, could be spent on other projects	Noted - however this process is required as Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	37



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Jaimee McEwan	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	Most of the proposed speed changes are not in areas where there are concerns with traffic. I would suggest more targeted research that addresses the issues of poor road quality, layout and signage.	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The speed limit review process is robust and non subjective.	38
Nathan McLeod	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	39
Shylah Andwerson	In part	Will result in safer roads around where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	I do not agree on the proposed speed reduction on the southern end of the ophir bridge for the following reasons. 1. it will encourage predestination movement on and around the bridge. This is dangrous for both motorists and pedestrians who stand on the bridge to take photos. Pedestrian movement on the bridge is already very dangerous, And standing on the carriageway should not be encouraged. 2. If the intent is to help warn motorists of an approaching priority give way, and the give way leading to the highway may I suggest more obvious signs be posted, as a more obvious warning. More advanced warning may help this. 3. This would	Noted - however if pedestrian movement is of concern lowering of the speed limit would improve safety here by default. Councils roading team have not been made aware of any pedestrian movement concerns at this location. Due to the rural nature of Ophir bridge road (between the bridge and the township) and urban 50km/hr speed zone was not deemed appropriate and having a change of speed is an important factor to inform road users they have transitioned between difference speed	40



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			result in a change of speeds as following: 100kph from the highway, 60kph on one side of the bridge then to a 100kph increase before ophir, and then down to 50kph as you enter ophir. This will confuse and fluster motorists and may cause more accidents. This may also cause people to speed though the township of ophir out of frustration or confusion. These are my thoughts on this proposal regarding the ophir bridge and I hope this feedback is taken in to consideration. Thankyou.	environments. No changes are proposed from what was consulted.	
Jacqui Beer	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Earnsclough rd needs a cycle path through the 65km corners not the whole road speed reduced between the 45km corner and Alexandra. The road should remain at 100km	Noted - no changes are proposed to the speed limits consulted. The existing curve advisory signage on this section of Earnsclough Road aligns well with the operating speed limit that is proposed.	41
Morgan Potter	In part	Will reduce crashes and crash severity	Agree with most of the changes except for the reduced speed on Danseys Pass Road. I don't think there should be a reduced speed limit here.	Noted - the 30km/hr speed limit proposed is past the hotel and covers the minimum distance allowed either side. It would be inappropriate to have an open road speed limit through this popular and busy area with high pedestrian movements.	42
Matthew Noble-Adams	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed		N/A	43



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduction will result in increased travel time, Current speed is ok but drivers are at fault			
Nina Klemm	No	Current speed is ok but the road needs to be improved	1. increase width of paved shoulder to permit cyclists to move over and out of lane of traffic safely 2. improve road markings - double yellow lines where overtaking is not permitted needs to be increased as too many NZ roads still have hatched white lines which indicates its ok to overtake. 3. changes should flow more consistently, i.e. through Sunderland St in clyde you're going from 70 to 50 to 30 under the new proposal, just make the whole road 50km especially given the increase in traffic due to accumulate in the area with expansion. or on Dunstan Rd/Springvale - one speedlimit the whole road.	Noted - the shoulder and road marking suggestions are unrelated to the speed limit review. The reason there are three different speed zones is simply because there are three very distinctly different speed zones on that approach to Clyde. It would not be appropriate to blanket that approach with a one size fits all speed limit, i.e. in some parts it would be too slow and not achieve compliance, and in other it would be too fast and not achieve compliance.	44
Martin Grundy	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	45
Louise Peake	In part		I have questions around the consistency of reduced speed limits, the new subdivisions in Wooing Tree and Prospectors Park in Cromwell have reduced speed limits of 40km which makes sense, but the same logic should be applied somewhere like Pisa Moorings which is undergoing a lot of development	Noted - the roads and street designs between Pisa Moorings and Wooing Tree/Prospectors Park are very much different. Pisa Moorings was designed as a rural-residential (non-urban) subdivision with no footpaths etc,	46



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			with loads of young kids around and no sidewalks in places, all of Pisa Moorings should be a 40km zone as well. We have raised this with the council before as it is an accident waiting to happen with the speed cars travel and the number of kids around, in particular where kids have to cross the road when they get off the school bus and along Stratford Drive	whereas the Wooing Tree and Prospector Park are much more intensified development with paths and traffic calming features and were actually designed for a <40km/hr speed zone. No changes are proposed from what has been consulted in regards to Pisa Moorings.	
Stephen Dunn	In part	Will result in safer roads around where we live and work, Current speed is ok but the road needs to be improved	I think dropping the speed limit from 50 to 40 in the whole of the Naseby township is excessive. there are only one or 2 streets where a limit drop would be a good idea safety wise	Noted - Naseby was identified as a proposed lower blanket speed environment given its a small village with a distinctly different feel than other 'urban' townships within the district, i.e. typically no footpath or kerbing formed, narrow, short and winding streets that are uncharacteristic for townships within the District.	47
Peter Cox	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	Earnsclaugh Road. Very little traffic on this road and NO sense to reduce speed limit	Noted - Earnsclaugh Road is Definity not a low volume road, its traffic counts range from 1100 movements in the rural section to 2500 in the urban section per day. Speed limit reductions were identified through the technical speed limit review process and no changes are proposed from what was consulted.	48
Tim Innis	No	Current speed is ok but the road needs to be improved	Speed IS NOT the problem. The roads are the problem. Look at australia, they have higher speed limits and per capita less crashes. Same for europe. They have higher quality roading due to their companies actually doing a good job.	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full	49



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>Nz roading companies waste money and do horrid jobs so they get to come back and fix them later on for more money.</p> <p>Hold roading companies to accountability and watch the roads improve.</p>	residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The comments around contractor quality are not relevant to the speed limit review.	
Erin Beard	Yes	Will reduce crashes and crash severity	Scotland St through Roxburgh village should be extended and reduced to 40 km or better signage eg the light sign showing speed. this road passes a primary school and aged care facility. Vehicles speed up when heading north from reservoir creek to 80+. Many many pets are lilled on this stretch of Scotland st between tweed st and Edinburgh st. In one week 5 pets were killed in this stretch of Scotland st. Quail Haven subdivision is growing and sits in the 80 zone. I believe the 50km should extend past this area heading north as is now very much a residential area	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	50
Janeen Wood	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Felton Rd should be lowered to 60km/hr due to the level of traffic and the proximity to the cycle trail. Bannockburn Rd should be reduced to 80km/hr in its entirety not just the section closest to Pearson Rd and up to Bannockburn Rd. There are a number of driveways and properties that access this road. Having all the roads from Cromwell boundary consistently 80km makes since, excluding the SH.	Noted - Felton Road could not be lowered below the proposed 80km/hr speed limit as it is a rural road and a 60km/hr speed limit is more appropriate where there is more intensified rural development than is currently present on Felton Road. The new cycle trail is a separate trail away from and off Felton Road itself.	51
Trudy Anderson	Yes	Will result in safer roads around where we live and work, Will	Most of the roads in the vacinity of Alexandra are busier with more vehicles, cyclists and driveways. These changes will keep people safe. Most are	Noted	52



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity	sensible but surprised about Galloway Road as this has not many driveways and has good visibility.		
Marc Veldhuisen	In part	Current speed is ok but drivers are at fault		N/A	53
James Seaman	No	Current speed is ok but the road needs to be improved		N/A	54
Wayne Boss	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Absolutely brilliant well overdue for these roads, great work I look forward to the increased cycling safety as well	Noted	55
Gavin Dann	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	As a cyclist, these roads are dangerous as they are too narrow when cars pass in opposite directions when a cyclist is present. Above comment applies to all roads. In particular Earnsclough Rd is the most dangerous because of traffic volume, but Conroys Rd is really dangerous because of high speed, narrow road & tight curves. Traffic using this as a bypass road, avoiding Alexandra can present a real challenge due to excessive speed.	Noted	56
Michael Hope Appendix 3	In part	Will give a consistent speed message where we live and work	Fruitgrowers Road: existing is 50km/h from Earnsclough Road to 70km/h sign. Please note the "Existing Map" on your site is NOT accurate and the 50km speed sign is 250m closer to Earnsclough Road than depicted. We support the change to	Noted - signage location to be corrected on Fruitgrowers Road as part of the speed limit signage upgrade works relating to this process and should alleviate some of the concerns.	57



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			30km/h but we want the 70km/h reduced to 50km/h at least to the Contact Energy turn-off, and ultimately to the Lake. 70km/h encourages boy racers and other drivers to accelerate to high speeds. The CODC has already signaled a concern for Cyclist safety - there are a huge number of cyclist on Fruitgrowers Road now. Plus other traffic includes camper vans, caravans, vehicles towing boats and rowing skiffs. None of these vehicles need to be going 70km/h. As a minimum reduce the 70km/h zone from Earnscleugh Road to the Contact turn-off. This will reduce the 70km/h speed past the 5 properties access driveways and improve safety (25, 27, 37, 26, and 28 Fruitgrowers Road). And finally reducing speed will be opportune with the development of the data Centre and power substation that will no doubt increase traffic flow especially during its development.	Fruitgrowers Road lowering to 50km/hr is unlikely to achieve compliance due to the rural environment with very limited development in place. 50km/hr is also suited to an urban speed zone and not a rural/rural residential speed zone. The road beyond the slip area is Contact Energy Land and not controlled by Council. No further changes are recommended from what was consulted.	
Marie Jarvis	In part	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	58
A Thomas	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	59
Trish Harris	Yes	Will result in safer roads around where we live and work	Re Ophir Bridge Road proposed change. As I live on this road and walk it daily I see the effect of the now 100km speed limit. There area many walkers and runners using the road but the main issue is	Noted - speed zones outside schools are proposed and will be publicly consulted in the near future, including the areas described.	60



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>with the many cyclists on the road. I think a speed reduction is essential as its only a matter of time until a cyclist is killed on this road - visibility is not great, the approaches to both ends of the bridge are extremely narrow, and the road has alot of spots where its not possible to really move to the side of the road for safety.</p> <p>Travelers see this road as a shortcut so its a natural instinct to travel at speed to save time, hence the dangers. Drivers approach the bridge at speed - a hazard to walkers and cyclists.</p> <p>I also think the roads running adjacent to school should be drastically reduced. Most schools in the Central Otago area experience continued roll growth, therefore more children around the road areas. To me its a "no brainer" to reduce speed limits to help protect our children.</p>		
Simon Telfer	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	<p>Reduced vehicle speed makes it safer and provides equity to other road users (people walking and people on bikes)</p> <p>I am particularly supportive of the changes in central Clyde to 30kmph given the predominance of people on bikes in that vicinity.</p>	Noted	61
Lynley Bennett	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	State Highways should stay at 100ks as going slower there will be more accidents	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	62



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nigel Murray	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	Reduction in GHG emissions Increasing speed on Patearoa Rd will NOT reduce GHG emissions and will not help meet our climate change targets	Noted. There are no speed limit increases proposed for Patearoa, there is only a small area proposed for a decrease towards Maniototo Road .	63
GERRY SPENCER	In part	Will reduce crashes and crash severity, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	<p>1. Although some roads should be 80, having 80 as a limit is practically pointless - NZ drivers do not drive at 80 on these roads but drive 90-100 anyway!</p> <p>2. It is disingenuous to discard 70 speed limits on the basis "Guidelines also recommend changes be made in 20 km/h steps, encouraging speed zones of 60 km/h or 80 km/h instead." Well, 50 to 70 IS a 20 step, where 50 to 60 is NOT. If a 70 speed limit is appropriate, then use it.</p> <p>3. Fix the roads, provide better shoulders for walkers/runner/cyclists (and education for drivers not to drive on the shoulder to the left of the solid white line)</p> <p>Dunstan Rd, Alex - do not change from 100 Springvale Rd, Alex - do not change from 100 Sandflat, Pearson, Felton & Babbockburn Roads, Bannockburn - do not change from 100 Ripponvale and Ord Roads, Cromwell - do not change from 100</p>	Dunstan Road to be discussed at hearings Panel. Springvale Road not recommended to be changed in proposed area due to road alignment and existing curve advisory signage in place hence the proposed speed limit reduction is appropriate for this location. No changes are proposed to the Bannockburn/Cromwell roads listed from consultation - these are narrow roads with high residential and commercial accessway activity and the proposed 80km/hr reduction is appropriate. The Bannockburn Road straight is to be discussed at the hearings panel.	64



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Darrin Mills	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	I agree in some areas with the speed changes, for example extending the lower speed zone out earnsleugh road to just past Chapman road would be sensible enough, maybe a 70 or 80k zone, but extending it round past Conroys for example would add significant time to travel for those of us that travel that road frequently, especially when travelling multiple times a day. Conroys road does not need speed controlled, the corners are a natural speed limit.	Noted - no changes recommended from the limits consulted.	65
Peter Hood	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	66
Martin Anderson	In part		All roads currently within the Bannockburn village area should be reduced to 40 kmh from the current 50 kmh - especially on the stretch of Bannockburn road that runs from the hotel to the top of the hill at the Hall Road intersection. 50kmh is simply too fast (especially if coming down the hill when speeds usually exceed this by quite a margin) for what is now becoming a congested road, especially with increased parking on the sides of the road in the vicinity of the cafe and the pub. And more active policing of the existing speed limit would also be appreciated.	Noted - no further reductions were identified as part of the technical speed limit review process no further changes are proposed from what was consulted (other than an extension of Hall Road).	67
Steven Dance	No	Speed reduction will result in increased travel time, Current	The majority of my work is on the back road from Roxburgh to the Hydro/state highway turn off as a truck driver. I can use the section over the dam up	Noted - the areas proposed to be lowered would not affect a heavy vehicle, it would very unlikely (and	68



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	to 15 times a day, so 30 times both ways. The section of road is currently 100kph and should remain that way, trucks have a limit of 90kph. the proposed 60 and 40kph is quite frankly insane, and even the 80 kph in not warranted, The speed limit over the Dam should remain. I bring into question the speed limit on the Dam, my understanding is that it is not council roading, but is in fact owned by "Contact" and is therefore not able to be subject to council input or control. I would like too see more control with Non motorized forms of traffic using these roads, e.g not riding in "packs" or wearing radio headsets listening to music so they don't hear any traffic. millions have been pspent on tracks, USE THEM. once again it is a case of change for changes sake and giving some someone something to do in an office. Yes I am annoyed, and I'm being very polite.	certainly not safe) for a heavy vehicle to be driving 90km/hr through this described area due to the tight and winding nature of that particular section of road. The proposed speed limit reductions in this area align with the self-explaining nature of this section of road. Any delays would be very minor and negligible. No changes are proposed from what was consulted.	
Richard SMITH	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	the reduction of speed in Naseby is unjustified. As with most speed issues it is an enforcement issue Naseby main St has exceptionally wide carriage ways leaving plenty of room and if the public used the foot paths instead of walking up the road there would be no issue. the proposed speed reduction will also hamper emergency response in, around and out of the town. Reducing the speed limit on the Ranfurly Naseby road from the 50km to wet gully road is not mentioned but is on the map to be further reduced to 60km there is no need for this. Dansey's pass road home gully to end of seal have we not made it safer by sealing this portion of road yet you want to reduce the speed limit. One new house on George road and one on Dansey's pass	Noted - Naseby to be discussed at the hearings panel. The Danseys Pass bypass being referred to is not Council road reserve but a mixture of private and crown land, the speed needs lowered in the official road reserve area directly in front of the hotel, no changes from consultation recommended. Goff Road is a highway intersection, this feedback to be passed onto Waka Kotahi.	69



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>road I don't believe are justification for this there has only been one accident on this stretch of road in the last five years and that was due to drunk driving not the road.</p> <p>Danseys Pass Hotel was the by pass not meant to be developed by the hotel owner several owners ago 30km past the hotel makes sense due to use of the road carriage way by the hotel.</p> <p>Goff Road if you want to make this one safer put a compulsory stop at the west end. this has been an accident hot spot for years. it had an up grade and got some street lights a couple of years ago as a safety up grade I'm not sure why as all the accidents have been during daylight hours a complete waste of money in my eyes. to make this corner safer the corner of the paddock on the south east side needs to be lowered to allow complete vision for those pulling out on to SH85 Ranfurly Wedderburn road. At a time in this country's history when we have severe labor shortage i would like you to be mindful of the loss of production due to lower speed limits, remember cars have never had more intelligence or been safer and perhaps next time before you embark on such a mission some should ring the towies local to the areas and they will be able to tell you the danger spots that are repeat offenders or whether the driver just had a bad day .</p>		
Barrie WILLS	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message	As the immediate past Chair of the Roothing Cttee, I note most of these changes affect urban or near urban (lifestyle) access roads, and I note many of the requested changes have come from the local communities. As such I am supportive of those	Noted - state highways are the responsibility of Waka Kotahi and this feedback will be passed on. Any new speed limit signage is installed in a consistent and compliant manner	70



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work, Current speed is ok but the road needs to be improved	<p>alterations and in fact believe many of our (local & national) urban speed limits could be reduced below 50km/hr in the interests of safety. One plea however: try to standardise speed signage where rural roads enter built up areas. This applies to both NZTA/state highways & local feeder roads. At present there is little consistency which must be very confusing for new drivers, tourists and other drivers alike - I would favour 100>60>40km/hr into urban areas or, if urban speeds dont change 100>70>50km/hr. I have discussed with Stu Duncan & we seem to be in agreement with most of these points.</p> <p>A couple of other issues peripheral to this submission: State highways are a ruddy mess, especially now with more and bigger trucks (extra axles) on them. SH8, 85 & 6 are in poor shape with patches on patches, broken edges, rough & uneven surfaces, in fact they are plain dangerous in some places. NZTA and their contractors need to be held to account via the Regional Transport Cttee meetings & directly from TLA's. We've skimped on road upgrades for years, as we have with bridging (what happened to that program????), and now it is coming back to bite us.</p> <p>And finally: please acknowledge this (and other) submissions where possible. While this survey doesnt specifically request a contact (mine is bjwills2@slingshot.co.nz), I have previously submitted to both the Spatial Plan and Naseby Dark Skies, absolutely no feedback from council at</p>	according to Waka Kotahi road signage guidelines.	



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			all (until I chased them up) and staff have lost consent documents deposited at the front desk on Feb 8th. Again I chased Building up recently, they've apparently never seen the documents, and now another week has now passed without further response. Council seems to be a big black hole sucking information in with barely any reciprocation. Regards Dr Barrie Wills		
Jacob Reid	In part	Current speed is ok but the road needs to be improved	Roxburgh east rd does there really need to be 3 speed changes in such a short space. I understand I reduce by the dam down to 80 but down to 40 seems excessive and the 80 should start from the dam until the river track dips away from the rd	Noted - lowering to 40km/hr over the dam is appropriate given the nature of the roadway alignment through that area. No change recommended to consulted speed limits.	71
Joshua Murray	In part	Current speed is ok but drivers are at fault		N/A	72
Paula Ryan	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	73
Phil Thomson	No	Current speed is ok but drivers are at fault	Currently the speed limit within Naseby is 50kph. It seems the proposal is for a blanket 40Kph speed limit for all of Naseby. Why is this? If the 50Kph limit cannot be enforced how are we going to enforce 40Kph limit? I believe a speed survey in Derwent Street, Naseby carried out 2 years found 98% compliance with the current 50Kph speed limit. If it's not broken leave it alone please.	Noted - Naseby to be discussed at the hearings panel.	74



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Andrew McNeill	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Stonwell Drive Cromwell should be put down to 30km or 40km they can get up to speeds of 80km	Noted - recent traffic counting data did not support the view that road users are speeding on Stowell Drive. In fact it showed there was a very high level of compliance. Like any road corridor in the district, there is a traffic counting programme and speeds are continually monitored and assessed.	75
Kat West	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	As well as improving safety, slower speeds will improve traffic flow, improve fuel efficiency and hence reduce fossil fuel use, Reduced fossil fuel use is something we need to do to reduce climate change impacts. Climate change should now be a factor in all decision making.	Noted	76
Lynne Stewart	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bikers are increasing in numbers and when involved with vehicles , Bikers always damage more. Bikers before, after and going across the Clyde Bridge must have slower vehicles both sides of the bridge for all to cross safely.... a 30 km/hr is well needed here.	Noted	77
Pauleen Gare	No	Current speed is ok but the road needs to be improved	I do NOT support the proposal as it will create more of a danger with confusion, with the differing speed limits. Keep it simple!!	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety	78



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				as identified through the technical speed limit review process.	
Simon Park	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	<p>Reduced speeds are OK but need to be extended to adjacent sections of road due to busier mix of vehicles and rural subdivision.</p> <p>I support the 80 kph limits for Springvale Rd (until McArthur), Dunstan Rd, Young Lane and Airport Rd, all reflecting some combination of windy stretches, narrow width, minimal verge, poor sightlines and numerous driveways arising from ongoing rural subdivision. For similar reasons and local consistency, the 80 kph should be extended along Springvale Rd to Letts Gully, Letts Gully Rd itself and McArthur Rd. I commute from McArthur Rd to Alexandra via Letts Gully, alternating between cycle and car. I consider 80 kph is suitable along this route for safety, while retaining reasonable vehicle travel times.</p>	Noted - Springvale Road between McArthur Road and Letts Gully is not a road environment that is likely to achieve an appropriate level of compliance at 80km/hr due to its sealed, straight and very rural nature - however, Letts Gully Road has been reviewed and has technical merit to be lowered. To be discussed at the hearings panel.	79
Bill Whitaker	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Earnsclough Road where proposed for 80kms has a lot of new subdivisions, with heavy traffic to Road Metals travelling too fast for safety	Noted	80
Steve Mcfadgen	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	state hiway 8 fruitlands/Roxburgh rd speed limit is 100kmh past and around slaughter house creek bridge out past the big cherry, this needs to be reduced to 80kmh, as on a regular bases all you can hear is car and truck horns as cars pull into the	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	81



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work, Current speed is ok but the road needs to be improved	100km zone just after the bridge, there has been a number of good accidents at this point, couple of years back 3 car crash and the next day two truck and trailer units narrowly avoided a head on, this has been mentioned to transit numerous times.		
Greg Bodeker	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Results in greenhouse gas emissions reductions	Noted	82
Rachael Baxter	In part		<p>Could the section of Manuherekia road from the present 50km sign be extended to incorporate the Gilligans Gully road intersection for the safety of young children biking and walking into town.</p> <p>Could all of Gilligans Gully road be rezoned as 50kmph or at least the bottom section.</p> <p>A number of families with children live on this road and like to bike or walk to school. 70kph is not appropriate because</p> <ul style="list-style-type: none"> * The road is narrow with corners and blind crests * The road edge is inconsistent and when cars pass they have to get partially off the road to safely do this * There are a lot more residents using this road now and this road is also the access for the town water supply so is also used by vehicles servicing the reservoir * It is becoming part of a popular loop walk with the Boothill track so is being used by pedestrians more as well as our children 	Commentary on Manuherekia Road relates to Waka Kotahi controlled state highway. Feedback here will be passed on and is irrelevant to Councils local road speed limit review. Gilligans Gully Road was not identified as part of the technical speed limit review, there was no public feedback relating to this area and there is no known crash history which would also trigger a review.	83



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Ann Rodgers	In part		Too many options - support some but not others and depends on the site	Noted - without specific concerns listed cannot answer comprehensively.	84
Owen Calvert	No		<p>The proposed speed of 80kph is still too high</p> <p>Felton Road Felton Road as seen a massive increase in traffic in recent years. The planned extension of the bike trail to Gibbston will see a further increase of cars, bikes and bike tour operators with vans and trailers.</p> <p>There are currently about 40 gateways on the 3km stretch, many of which are commercial with associated traffic volumes such as Mt Difficulty winery, and restaurant the cherry packing house and and viticultural contractor depot</p> <p>There are two cycle crossings</p> <p>The DoC Slucings walkway is very popular and the carpark often has 20 plus vehicles there at one time.</p> <p>Felton Road is mixed use with walkers and runners, cyclists, cars , traffic, farm equipment, delivery trucks camper vans.</p> <p>There are some exits that have blind spots</p> <p>60kph would be more appropriate</p>	Noted - Felton Road could not be lowered below the proposed 80km/hr speed limit as it is a rural road and a 60km/hr speed limit is more appropriate where there is more intensified rural development than is currently present on Felton Road. The new cycle trail is a separate trail away from and off Felton Road itself. As development occurs, this area will be reviewed in future for any appropriate opportunity to lower the speed limit.	85
Kim Hollebon	Yes	Will result in safer roads around where we live and work	<p>Cambrian road .</p> <p>The speed limit on Cambrian road is currently 100km , I have been asking to have this reduced for several years and they said they would look into it this time round.</p> <p>There is no mention of Cambrian road in this change.</p> <p>It is very dangerous at this speed the road has got busier and busier, with vans ,buses, tractors and</p>	Noted - this corridor has since been reviewed and has technical merit to be lowered to 40km/hr along the Cambrians village. To be discussed at the hearings panel.	86



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>cars.</p> <p>Our son bikes to the school bus stop and back every school day and it's very dangerous.</p> <p>There is horses, dogs and people that use this road as well.</p> <p>Alot of people also bike on the road and I know of a few people that have fallen off while trying to get out of the way of traffic.</p> <p>Please consider this road for a speed change. 40 km .</p> <p>Thank you</p>		
Richard Davidson	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	<p>Extend Earnsclough Road 50KPH Zone further South to Picnic Gully/Hawksburn road, then add a 70KPH speed transition zone southwards for another few hundred metres, maybe down to the Substation Transformer or further.</p> <p>Earnsclough Road from the Clyde Bridge heading South towards Conroys Road.</p> <p>The proposal is to extend the current 50Kph Zone to 20m South of Paulin Road.</p> <p>We signed a petition some time back to have this section of Earnsclough Road to have a speed limit from the existing 50kph/100Kph sign at the top of the Hill above the Bridge to be extended South to Picnic Gully/Hawksburn Road.</p> <p>The proposal as put forward has ignored our petition and will therefore not provide a safe speed limit as we requested. With the expected addition to the Picnic Creek Subdivision to include the land on the Western side of Earnsclough Road in the near future, we believe that this gives even more reason for our original proposal in the petition to</p>	<p>Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance.</p> <p>There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does occur the limit here is likely to be reviewed and extended as such.</p>	87



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>be enacted. There are children walking and riding bikes on this stretch of road on a daily basis and with the traffic using this road increasing all the time, it makes a whole lot of sense to extend the speed limit to cover the area we suggested.</p> <p>In addition, may we suggest to add a further limitation from Picnic Gully/Hawksburn Road south for some distance, maybe a few hundred metres, to 70KPH, so there is a transition zone for traffic to decelerate in when heading north towards the Clyde Bridge, and entering the extended 50KPH zone that we are requesting.</p>		
Bill Dixon	In part		<p>I don't agree that Naseby town ship has been targeted for a reduction in reduced speed limit.</p> <p>Naseby township. There is no justification to reduce the speed limit within the town. It is implied that the increase in pedestrian and cycling traffic is a reason to reduce the speed.</p> <p>All road users including cyclist are subject to following road rules. They too need to learn to share the road.</p> <p>Some people who come for the biking opportunities in Naseby seem to think that road rules don't apply in Naseby and are pushing to reduce the road speed limit.</p> <p>Cyclist need to obey the road rules and wear a helmet - as they have to in their home town.</p> <p>They say it's a great place to teach children to ride</p>	Noted - Naseby speed limits to be discussed at the hearings panel.	88



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>a bike.</p> <p>Teach them to ride on the tennis courts, the recreation ground, in the forest tracks.</p> <p>Sure, once kids know and can demonstrate they know the road rules, are confident riders and not wobbling from side to side on the road let them ride on the road, but not before</p> <p>Traffic speed counters proved there wasn't a speeding issue in Naseby so again why try to fix what is not an issue.</p> <p>As for pedestrians, what part of you don't string out across the total width of the road don't they understand. Try doing that in their home town and see what would happen to them.</p> <p>It's about personal responsibility and common sense.</p> <p>How ridiculous is it that crib owners and holiday makers can dictate and demand a reduction in traffic speed to suit their desire to spend time in a place where they want to ignore road rules.</p> <p>Has there been multiple accidents within the township - no there has not.</p> <p>Who pays for the cost of the new signage?? I sure as heck don't want my rates wasted on changing signage. 😞</p> <p>Naseby is a special place, but not special enough to</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			have a speed reduction that no other town in Central Otago is being subjected to.		
Kerry Amyes	In part	Will result in safer roads around where we live and work	Earnsclough Road (Clyde end). I support the extending of the 50 km/h speed limit past Picnic Creek, but this does not go far enough along the road. To go from 50 km/h straight to 100 km/h just past the entrance to Picnic Creek will cause noise through drivers suddenly putting their foot down and create a danger where impatient drivers will be wanting to overtake anyone pulling into the sub division. Over the years a child and a dog have both been killed on this road, in the same area, further past Picnic Creek on the next bend, but you are not lowering the limit for this area where the road bends and is on a slight rise making visibility tricky? I was told that 80 km/h was unsuitable for Earnsclough Road because it was a long road, but I now see you are making Dunstan Road 80 km/h, is that not a very similar road??	Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance. There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does occur the limit here is likely to be reviewed and extended as such. Dunstan Road differs from the straight section of Earnsclough Road due to it having more intensified development and its number of accessways.	89
Brian Kirk Appendix 4	Yes	Will result in safer roads around where we live and work	I would like to see some changes to Highway 6 on the Queenstown side of Cromwell.	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	90
Joyce Jubb	In part	Will result in safer roads around where we live and work	Why has Bannockburn Rd between Pearson Road and the Cromwell Boundary, NOT been included in the Speed limit reduction to 80kms. There are residences and driveways along the length of the road. The Polytechnic is also on this stretch of road. It seems ridiculous to have a reduced speed along Sandflat, Pearson, Cemetery and in Bannockburn and yet motorist can I open up their	Noted - this is to be discussed at the hearings panel	91



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			speed between Bannockburn and Cromwell and they do. Unhappy resident of Bannockburn Rd.		
Karen Johnson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Yes Springvale speed limit should be reduced to 80km per hour as proposed to protect the residents of this area including school children, bikers, walkers and to better protect residents entering or exiting their properties.	Noted	92
Tracy Richmond	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	93
Christine Rasmussen	Yes	Will result in safer roads around where we live and work	I feel McArthur Road should be reduced to 80km as the number of hidden driveways has increased, along with the stock trucks going along there increases the chance of a crash. The stock trucks do not go slow along there.	Noted - McArthur Road is not recommended for a reduction in speed from its existing open road speed limit because it is very rural in nature, is sealed and straight, it is low volume and it is flat with good visibility. There is also no crash history or public feedback in the system requesting review. Due to these factors, a reduction would be very unlikely to achieve an appropriate level of compliance.	94
Wendy Gunn	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	I wish to discuss Plan No. CODCSL - 8 Millers Flat From your proposed 50 km/h North of Oven Hill Rd (on Teviot Rd) proceeding along Teviot Rd to the North, there is a short straight stretch of approx	Noted - as the curve is already signed with a curve advisory speed limit, it would not be recommended to extend the speed limit out past this area, mainly because of the rural	95



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work	<p>480m. Then there is a very dangerous corner - sign recommends 65km/h.</p> <p>On it's East side this corner hosts the Clutha Gold Cycle track directly adjacent to the road and entrance to a burgeoning accommodation provider and the working sheds of a large farm.</p> <p>On it's West side this corner is the access to another farm with very heavy vehicle movement. This corner is also part of an approx 1 km stretch of road hosting 40 lamp posts. Any form of collision cannot fail to hit at least one.</p> <p>. The corner is blind and the approach from the North is an incline. I have frequently observed traffic crossing the centreline as they speed up onto the flat part.</p> <p>There is no recommendation sign to take the corner at 65km/h from this direction.</p> <p>I strongly suggest you lower the speed limit from your intended 50km/h cessation along to the Greenwaste to 60km/h or failing that to 80km/h. There are many truck and trailer units using this stretch of road, along with locals slowly transporting their greenwaste.</p> <p>This stretch of road is the logical road to service extensions to Millers Flat Township so it would also be forward thinking to lower the speed limit on this stretch of Teviot Rd.</p> <p>Thank you Wendy Gunn</p>	environment here and it would be very unlikely to achieve an appropriate level of compliance as a result.	
Paul O'Sullivan	In part	Will result in safer roads around where we live and work, Speed reduction will	I strongly advocate for a speed limit of 30 km on all residential streets of Naseby. (To be clear that would exclude only the main corridors of Derwent st up to the intersection with Avoca St, Oughter St	Noted - to be discussed at hearings panel.	96



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		result in increased travel time, Current speed is ok but the road needs to be improved	and Channel rd beyond the Curling rinc, where 50kmh would be reasonable, allowing commuters to pass through the town at a reasonable speed should they wish to). The overwhelming majority of the remaining streets are residential or recreational in function and access, with minimal or no footpaths. Most are narrow with limited forward visibility and high levels of on street parking. There is no reason for any driver to be travelling faster than 30 km/h along these roads. Irrespective of the outcomes of this proposal, more speed limit signs are needed in and surrounding the town. If a digital speed display was an option , this would be particularly effective at the transition between speed zones.		
Lucy Thomson	In part	Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	97
Thomas Brown	No		Will these changes actually make a difference and to what from what? I see no gains to be made with this, Huge waste of money for new signs all over the show. Are people on the payroll trying to look like they doing something? Clyde Main street I can agree with but in all reality	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The	98



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			when can you actually drive up that street more than 30ks anyway?	proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Shona Harrison	No		<p>Naseby is a seasonal Holiday Township, there is no benefit to any of the permanent residence reducing the speed limit within the town and outskirts of the Town</p> <p>I strongly disagree with the speed change on all of the Naseby Roads.</p> <p>People come to Naseby for Holiday's which is great, however the majority that come here consider there are no laws to follow in Naseby as it is a quiet rural township, therefore by reducing the speed limit there will be even less caution on the Roads, the Road is not a footpath but people that come to Naseby do not respect this.</p> <p>Reducing the Speed from 50kmph to 40kmph within the Naseby town will have no impact on safety, people already walk in the middle of the Road pushing prams/young children on push bikes/dogs off leash/ cycle round town not wearing Bike Helmets/cyclists cycle four abreast on the Road and on some occasion's do not move off the Road in order for you to pass them safely in your car, all of these points are a "holiday makers" culture in Naseby.</p> <p>Who is going to police the new proposed Speed</p>	Noted - to be discussed at the hearings panel. It is well documented internationally that lower speeds cause less harm in accident situations, so the move from 50 to 40 is justified in that respect. Council do not enforce the speed limits, the Police enforce them. The cost for the associated speed signage proposed in Naseby is minor.	99



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>limit?</p> <p>The current Speed limit isn't policed.</p> <p>People riding push bikes round Naseby without Bike Helmets, no one polices this.</p> <p>People walking their Dogs off leash fouling the footpaths and Public area, no one Polices this.</p> <p>The majority of AirBnB properties do not hold council consent for this service, no one polices this.</p> <p>There is more important issues that the Council can put money towards within Naseby than reducing the current speed limit, couple of examples:</p> <ol style="list-style-type: none"> 1. Tidying up the footpaths and tarmac them so they're safer to walk on 2. Put in cycle lane's through Naseby town 3. Police the current CODC policies of speed limits and by laws within the town before introducing new policies which carry cost to Rate payers 4. Increase signage display for current speed limit 5. Have a speed reader on the side of the Road at main entry points into Naseby to make people aware of their speed 		
Carol Thompson	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bannockburn Road from Pearson Road to Bannockburn Township, and Felton Road, should be 60kph because 80kph is still too fast when there are vehicles and bikes entering and exiting the parking areas either side of Bannockburn Bridge.	Noted - to be discussed at the hearings panel	100



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Troy Anderson	Yes		Could we review/reduce the speed limit on the Omakau-Ida valley road between Omakau and Ophir. A large number of cyclists and pedestrians some with young children use this section along with large stock trucks and Milk tankers Traveling at 100k in close proximity it seems pretty dangerous .There is a cycle lane to one side but its only separated by some plastic markers which seem to be regularly broken by the heavy traffic	Noted - no changes were proposed in this location due to the rural nature of this stretch of road, the lack of development and the straight/sealed/good visibility nature of this road corridor. A reduced speed is unlikely to achieve an appropriate level of compliance and there is a separate bike/walking path marked and constructed on one side of the roadway.	101
Kelsey Gare	In part	Current speed is ok but the road needs to be improved	The Springvale road and Galloway speed limits should remain at 100	Noted - no changes are proposed from what has been consulted to date.	102
Roger Browne	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Fully agree to changes proposed for Conroys Road, Earnsclough Road (part of) and Chapman Road.	Noted	103
Marie Gordon	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	Support the speed change proposed on Teviot from Millers Flat township to Oven Hill Road. Support the speed change proposed in the Lake Roxburgh Village map. Both changes would make the road space safer for the number of cyclists using this area to connect to trails. My observation would be cyclists are generally looking for trail ends/beginnings and at the scenery in those locations meaning they are distracted and require more driver consideration of	Noted. The reason the 80km/hr limit was not extended to Roxburgh East Road was due to the straight, mostly flat with good visibility and rural (lack of development) nature of this road corridor. An 80km/hr speed limit in this area was not likely to achieve an appropriate level of compliance. The proposed changes align well with the self-explaining nature of these roads.	104



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>their speed/amount of space they are using in the road, and their unfamiliarity with the area. In addition, the roads are narrow and therefore don't comfortably accommodate overtaking manoeuvres with good visibility, particularly around the dam.</p> <p>Do not support proposed variation in speed zones on Teviot Road and Roxburgh East Road. Advocate for the speed limit between Oven Hill Road and the Proposed 60 kph limit at the Roxburgh Dam to be a continuous 80kph zone. The road is well used by large trucks and truck/trailer units servicing the growing sectors. There is little room for error between oncoming vehicles.</p> <p>The key issue that reducing the speed limit along this entire route would help address is the frequency of near misses and evasive actions from drivers. I have regularly (in summer at least twice a week) witnessed such events in the last three years - between pedestrians and vehicles, and cyclists and vehicles. During the summer there are people who walk to and from Roxburgh on and alongside the road, particularly in the evening. There is not much space to save yourself between the seal and the fence when a vehicle of any size drives past you at 100kph.</p> <p>Vehicles travelling at a reduced speed would also make the movement of animals or slow vehicles like tractors on this route safer.</p>		
Hazel Harrison	No	Current speed is ok but the road needs to be improved	During the holiday periods visitors walk on the street, frequently with children and unleashed dogs, night and day. Often they are reluctant to move off the road for a vehicle.	Noted - Naseby is to be discussed at the hearings panel	105



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>No Naseby street is one vehicle wide, all are a reasonable width.</p> <p>Children ranging from very young with trainer wheels upwards ride on the streets, often without a helmet on. Adults also are shy of wearing a helmet and regularly have an unleashed dog accompanying them.</p> <p>The above contravene road rules therefore why should the speed limit be reduced to allow them further freedom on the road.</p> <p>Approx. 75% of the year the streets are empty with no visitors - why restrict the local drivers to a permanent lower speed limit?</p> <p>50kph is not a compulsory speed, any intelligent driver will reduce their speed to the conditions so why change it for the sake of changing</p> <p>The streets of Naseby have long been viewed by many holiday home owners as a quiet place and therefore they can treat them different to their home town. One such person has been noted stating 'We taught our children on the streets of Naseby to ride a bike and I intend to teach my grandchildren the same way.'</p> <p>Perhaps the CODC would consider taking the example of the Dunedin City Council and put in cycle lanes and at the same time reducing parking spaces. I am sure the elderly, who call it home, will be only too pleased to bike everywhere.</p>		
Natalie Franklin	Yes	Will result in safer roads around where we live and work, Will reduce crashes and	Bannockburn Road: although a straight road, as a user, I see too many using this stretch of road to speed. This road should be included for reduction in speed to at least 80kms.	Noted - the Bannockburn Road straight is to be discussed at the hearings panel	106



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	Bannockburn Road in the village is also of concern, where heavy and other traffic has increased 10 fold in the past 5 years. Car parking - side of road is inadequate with cars parking on the footpaths making walking difficult at times. Although this stretch of road is 50km and there is a speed reminder after the bridge going up the hill towards Felton Road and the village, there is nothing to slow traffic coming down the hill from Hall Road. As a regular walker / biker I'm convinced there will be a serious crash before long. Walking along the path can be a frightening experience with trucks and cars speeding down the hill. I recommend this part of the road has a speed limit of 40kms, which may at best reduce the traffic to 50kms. Natalie Franklin.		
Niall Watson	Yes	Will result in safer roads around where we live and work	80 kph is appropriate for Pearson and Bannockburn Roads. Speed limit through Bannockburn township should be reduced to 40 kph because road is narrow and there is increasing roadside parking despite the narrow road shoulders.	Noted	107
Sharleen Stirling	In part	Will result in safer roads around where we live and work, Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Don't agree with the following changes- leave them as is, or show us the crash rate on these roads that explain the need for slower speeds *rom 1130m from Chicago Street intersection to Springvale Road- don't agree with this Galloway Road *Conroys Road from Earnsclough Road intersection to 730m South of Earnsclough Road intersection *Conroys RoadFrom 730m South of Earnsclough	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-	108



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			*Conroys Road From 400m South of Earnsclough Road intersection *Chapman Road *McGregor Road *Coates Road From Airport Road intersection to Dunstan Road intersection *Coates Road From Dunstan Road intersection to end of road (Airport) *Fache Street From Naylor Street to 40m North East of Newcastle Street intersection *Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Changing speed limits before accidents happen is not an inappropriate approach, especially where opportunities have arisen through the technical review process.	
Ethan Knights	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Current speed is ok but drivers are at fault	The road outside Dunstan High School needs to have it's speed limit lowered or more awareness of start and end of school so that people aren't driving as fast when kids are leaving or coming to school	Noted - this area is being dealt with as part of the school speed zone reviews that will be happening in the near future.	109
Ben Wilden	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	I would suggest that dangerous driving isnt going to be solved by changing the speed limits. If people speed, and drive recklessly, which is often the situation, changing a speed limit to address an issue caused by someone who doesnt follow the rules anyway isnt going to change anything. I would say as there are more cyclists taking advantage of the new trails, we need to perhaps address this. I note Pisa Moorings still has no change to posted speed limits (50km) on roads with no footpaths and	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Pisa Moorings was designed as a rural-	110



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			lots of children playing. This situation is a ticking time bomb. I struggle to see why we dont just start with some low hanging fruit vs this approach.	residential (non-urban) subdivision with no original plans for footpaths.	
Beth Connell	In part		<p>Current speeds are mostly OK. Improving/providing footpaths to move pedestrians off the roads in towns/urban areas would be a better spend of money.</p> <p>Specific to Naseby</p> <p>1) There is a current 30km zone omitted from the map, at the top of Swimming Dam Road. This should remain at 30km. At busy times speeds are unlikely to increase much above 20km as this area does become congested with visitors to the Dam.</p> <p>2) The main roads in Naseby (Derwent Street and Oughter Streets) should remain at 50km.</p> <p>3) It is very unusual for people to drive around any other roads in Naseby at speeds over 40km, due to their winding nature, cars parked on sides of roads and pedestrians in the middle of the road.</p> <p>4) On rare occasions, a 'boy racer' type car races around Naseby - up Swimming Dam road and evasive action had to be taken by another road user and pedestrians - but this type of behaviour, by this type of motorist, is not going to be stopped by reducing speed limits and putting up signs.</p> <p>5) How would the speed limit enforcements happen? Enforcement of so many other bylaws and regulations don't currently happen in Naseby.</p> <p>For example:</p> <p>* Naseby often has cars parked incorrectly, parked facing the wrong way and on either side of the</p>	Noted - Naseby to be discussed at the hearings panel. The lower the speed, the less the harm - the changes are proposed due to the nature of Naseby - as noted there are not many footpaths for example. The costs for signage for the proposed changes in Naseby is minor. Enforcement is by the Police.	111



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>road making it hard to get past. (Often at the bottom of Carron Street).</p> <ul style="list-style-type: none"> * Pedestrians often walk, several abreast, along the middle of Derwent Street and expect cars to go around them, rather than move to the side of the road and walk facing the direction of travel. It would be better to put pavements on the side of the road for pedestrian safety - especially on Derwent and Oughter Streets. * There are many commercial holiday houses operating in Naseby that do not have Traveller accommodation consent or are operating in excess of their consent's 'number of guest's' limits * There are many caravans set up semi permanently on sections along Broom Street - looks like a shanty town * So many dogs are allowed off lead in the town and their waste is not picked up * Many visitors to the town do not wear bike helmets when cycling around * No one checks to see if wood burning spas/outdoor fire pits are being used during fire ban season or within the restricted area of the Forest Recreation Area * Some visitors to the town think it is acceptable for young children to learn to ride their bikes down the main streets in Naseby. <p>I don't think that amending the speed limits on Naseby roads is necessary. Use the money instead to install footpaths for pedestrians to walk safely on. Educate (give jaywalking tickets) to those that hold up traffic flow by walking or cycling down the</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			middle of the roads. Install interactive traffic speed signs that will indicate a car's speed as they enter the town at Derwent Street and from Dansey's Pass Road. Those work really well in Ophir and Otarehua.		
Barbara Withington	Yes	Will result in safer roads around where we live and work	Extension of speed reduction on north end of Millers Flat, will hopefully mean vehicles have slowed before they reach the school instead of just buttoning off to slow. 80km at top end of Teviot Road better for those who do not know the road and its tricky corners.	Noted	112
Kris Robb	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Earnsclough Road from Clyde Bridge to Hanning Road: I believe that the 50km/h zone which is proposed from Paulin Road to just short of the Clyde Bridge should be extended to start/end at Hawksburn Road. Further more I think that a 80km/h zone should be implemented between Hawksburn Road and Fraser Road. Reasons for the Change: 1. Most of this area of Earnsclough is within the Clyde School zone, but not entitled to bus transport. There is no formed walkway or cycle way on the side of the road so a reduced speed limit would make it substantially safer for children to walk or Bike to School. 2. Earnsclough rd/conroys road is currently used by a large number of vehicles as a by pass by traffic that is traveling between Dunedin/ Invercargill and Queenstown/Wānaka. This traffic generally travels at excessive speeds who drive in an aggressive manner, making dangerous passing maneuvers	Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance. There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does eventually occur the limit here is likely to be reviewed and extended as such.	113



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>when encountering slower traffic. An added reduction in speed would act as a deterrent to this traffic on these roads and perhaps encourage them to drive through Alexandra and make a refreshment stop.</p> <p>3. The area between Paulin Road and Hawksburn Road is a dangerous stretch of road to change from 50-100km/h. The road comes to a brow at Hawksburn road with a fading left hand bend in the road. I think that some vehicles will accelerate aggressively on this stretch of road and make dangerous passing manoeuvres</p> <p>4. The parcel of land on Earnscliffe Road from Paulin Road and Hawksburn Road currently in Orchard is zoned rural/residential. There is potential for residential subdivision here and therefore a greater population density. Moving the 50km/h to Hawksburn road and a 80km/h transition between Hawksburn and Hanning road would future proof for future developments</p>		
Neil Jordan	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	These roads are not dangerous and if this is about cyclists they should be using the many trails that are free for them use	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The speed	114



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				limit review process does not solely focus on cyclists, but all road users.	
Caroline Bartlett	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	It is great to see Ophir Bridge Road's speed being reduced. There are a lot more cyclists in the area as well as a number of properties tucked away on blind corners. Some people absolutely fly along that stretch of road and it can be pretty scary at times! It used to be gravel and you couldn't speed along it so it'll be nice to see the speed lowered on that section (and it isn't a long section of road so very little travel time will be lost).	Noted	115
Judy Trainer	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Strongly agree with the proposed speed limit on the Ophir Bridge Road. I didn't understand the meaning of 'the southern end' and as a daily user of the road I am hoping it incorporates the full road from state Highway 85 to the township of Ophir.	Noted	116
Peter Morrison	In part	Current speed is ok but the road needs to be improved	The Galloway and Crawford Hills road don't need to be 80 kph, as there are long stretches on it without any driveways or side roads, and visibility is good on these two roads.	Noted - to be discussed at the hearings panel. Galloway straight and Crawford Hills Roads could remain at 100km/hr open road speed limit from a technical point of view.	117
AJ Thompson	In part	Will result in safer roads around where we live and work, Current speed is ok but drivers are at fault	I support the road changes except for one in our area. I do not think Bannockburn road into Cromwell needs to be reduced to 80 from 100. As this road has good lines of sight and clear segregation of cyclists and pedestrians with a well defined path. This is a well used road between Bannockburn and Cromwell and should remain 100km. I have never seen an accident or any issues on this road.	Noted - the Bannockburn Road straight is to be discussed at the hearings panel	118



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Logan Bathurst	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work		N/A	119
Ian Smith	Yes	Will result in safer roads around where we live and work	We have to encourage cycling and walking for climate change, health, recreation and cycle tourism. We will not encourage active transport with the unsafe roads we currently have. We can judge how safe our roads are by the number of cycles that are ridden to our schools.	Noted	120
Jeana Tate-Bell	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	121
Chris Rodgers	In part	Current speed is ok but the road needs to be improved	Richards Beach Road should be 50kph over it's entire length not simply the sealed portion as presently proposed and shown on the map of proposed changes. The road is used by residents on the road and people accessing Richards Beach and the walking bike trail. These are greater in number than the camper vans, caravans and septic tank operators using the first portion of the road. There are now 7 resident families as well as tenanted properties living on the road now and 4 new housing sites all commencing after the seal	Noted - to be discussed at the hearings panel. There is technical merit to extend the existing 50km/hr urban speed limit onto this section of Richards Beach Road.	122



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>ends.</p> <p>The maintenance of the metal road from the end of the seal is poor and ruts easily. The grading only temporarily corrects this. The road is not capable of 100kph which it is presently zoned for and with the reduction of the speed limit to the sealed portion only, this problem is not remedied.</p> <p>Not only should the speed be reduced and unified with the proposed change, it should be sealed.</p>		
Ken McGraw	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	<p>I believe that a 40 kmh speed limit should be set for Pisa Moorings and Cromwell Township. Such a decision would provide a safer, more enjoyable and relaxing environments accepting the fast changing demograph of Cromwell and outlying communities favoring to use walking and cycling as a lifestyle change and wellness motivator.</p> <p>Additionally, the significant rise in the number of new families with young children choosing to live, work and recreate in Cromwell and surrounding rural communities combined with Council planning/development/delivery of denser residential subdivisions making better use of land available meeting residential desires and needs that are within close walking/cycling/mobility equipment use to town centers, schools and hospitality venues indicates to me that the current 50 kmh speed limits are not now appropriate from a safety or outdoor lifestyle perspective encouraged by the warm climate and stunning environments of Central Otago.</p> <p>For reason of the clear increase in people now</p>	<p>Noted - Pisa Moorings was designed as a rural-residential (non-urban) subdivision with no original plans for footpaths in its earlier stages. At this point in time these roads are not recommended to be reduced. These roads were designed around a 50km/hr speed environment and would likely need physical infrastructure - or, a larger conversation around a shift towards a district wide 40km/hr approach to urban traffic areas. At present, the Wooing Tree and Prospectors Park have been proposed to be 40km/hr as that is what speed environment they were designed for by comparison.</p>	123



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>choosing to walk and cycle as a passive means of transport, fitness and for recreation, I find my experience when driving in those environments to be one of increased vigilance and observation and at slower speeds, hence my desire for a reconsideration of the current speed limit of 50 kmh throughout the Cromwell and Pisa Moorings communities be reduced to 40 kmh.</p> <p>As my residence is located in Wakefield Bay being one of four connected communities that make up the Pisa Moorings area, the Proposed Speed Limit Bylaw 2022 indication to possibly retain the current 50 kmh speed limit as detailed on the Pisa Moorings Map that is of particular relevance to me as a full time resident.</p> <p>The main reasons relating to that relevance are of safety of residents, particularly the large increase in young school aged children, there being no footpaths throughout the original but larger part of the Pisa Moorings residential area, meaning residents, particularly children heading to the school bus pick up area or play areas must walk or cycle on the roads.</p> <p>Additionally, but excluding Wakefield Bay that has no footpaths and Perriam Cove that does have footpaths, many of the roads are narrow, especially the original main Begg Lane/Ferry Lane road that the majority of children and residents walking with dogs, children, prams etc generally use.</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>For some children residing at the very upper limit of Pisa North area the full distance to the school bus pick up point (located at the Boat Park on the corner of Perriam Place and SH 6) via Begg Lane/Ferry Lane is in the order of 1.6 km or via the new Stratford Drive that does have footpaths at the Southern end of new subdivisions, the distance is 1.4 km.</p> <p>Albeit a lot of the school children are no doubt dropped off at, and picked up from the school bus pick up by parents, I observe considerable numbers of children using the roads to walk or cycle to and from home.</p> <p>For reasons of consistency of speed limits throughout the Cromwell and surrounding rural residential communities, I believe it would be sensible for a 40 kmh speed limit being established across all of those communities.</p> <p>Regarding the Cromwell town speed limit, I have considered that against recent trips to visit friends in Wanaka where I experienced the 40 kmh speed limit that now applies to the township within its boundaries. The 10 kmh reduction for me made the through town driving experience more relaxing making better time for good decisions, courtesy and safety.</p> <p>With Wanaka experiencing similar growth in residential and commercial activity plus summer/winter visitor numbers to that of</p>		



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			Cromwell albeit on a slightly larger scale, I believe the 40 kmh speed limit to be sensible and fit for purpose, I believe Cromwell township would also be a better environment with a 40 kmh speed limit considering the number of new high density residential subdivision activity, increasing numbers of young families and senior citizens that make for a very progressive and excitingly well balanced community into the future.		
Amanda Beaumont Appendix 5	In part		<p>St Bathans speed limits have been overlooked and need addressing.</p> <p>I believe the township of St Bathans has been overlooked. Loop and St Bathans Downs Roads speed limit urgently need addressing. A speed limit of 30 needs to be introduced.</p> <p>The speed limit as it stands is extremely dangerous. It's too fast. The southern descent into the village on St Bathans Loop Road is not only at times congested but visibility is limited when approaching the "y" intersection St Bathans Downs Road. The lower historic (shingle) section of Downs Road in truth is a single lane road and in sections further up toward St Bathans Back Rd.</p> <p>St Bathans is an historic village with visitors often traveling in large campervans along with car and four wheel drive clubs these two roads become a minefield when coupled with pedestrians negotiating the narrow roads all while trying to take a great photo.</p> <p>I have witnessed a near accident once when a driver, who at a guess, was driving to the speed limit narrowly missed hitting a child who was</p>	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this point in time. To be discussed at the hearings panel.	124



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			standing on the side of the road where there is no footpath. Either of whom would not have been breaking the law. St Bathans speed limit of 50 is just too fast for a tourist destination that is only getting busier. Some have sense to drive to the conditions, while others are oblivious that they should.		
Paula Hutton	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Roxburgh East Road. Support the change in speed at large but feel it needs to include more of Roxburgh East Road. The section which has not had its speed limit lowered (from 100m North of Woodhouse Road to 520m South of Nobby Range Road) should be for the following reasons : The School bus stops twice in that straight to pick up children There are 4 more residential properties that access that road from their driveways There are 3 orchards with a very large amount of cars and trucks that access the road Vehicles (particularly motorcycles) already open up to excessive speeds on this stretch and this has been pointed out to the local police officer. Making this the only 100km section would exacerbate this.	Noted - changes not recommended at this point in time. Due to nature of the road, it is not anticipated that section of road is self-explaining enough to meet an appropriate level of compliance if the speed limit was reduced.	125
Gerald Dowling	Yes	Will give a consistent speed message where we live and work	As the town expands the proposals are reasonable, and Naseby roads often are busy.	Noted - to be discussed at the hearings panel	126
Irene Wallace	Yes	Will result in safer roads around where we live and work	Speed limits in the Cromwell Town Centre need to be considered for a reduction particularly Murray Terrace which is the link between the supermarket and the mall, to make it safer for pedestrians.	Noted - the described areas are likely to be addressed in future speed limit reviews in line with possible changes	127



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>However for uniformity you should consider Waenga Drive to Murray Terrace, Murray Terrace and Sargood Road. With the intersections, several driveways, parking at side of roads limiting visibility and a large increase in traffic volume these roads have become hazardous for cyclists and pedestrians. There are no cycle lanes in the town centre.</p> <p>From the CODC Transportation plan - Cromwell Town Centre – Analysis of the future requirements for areawide traffic calming and Intersection improvements at Sargood Road, Murray Terrace and Waenga Drive. With continued growth in Cromwell, monitoring of the performance and safety on this section of the network may result in prioritising minor improvements at these locations. Even the Cromwell Community Plan back in 2008 was concerned about these intersections. "Along some of the main streets in Cromwell itself (eg Barry Avenueand Sargood/Murray Tce corner) it was identified that there needs to be some consideration of the increasing traffic requirements and easing traffic flows at some of these intersections."</p> <p>Reducing the speed limit would be a great start.</p>	associated with the Cromwell Master Plan.	
Veronica Alkema	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	I fully support the reduction of the speed limit along Ophir Bridge Road from 100kph to 60kph. I live on a property close to the old bridge at 80 Ophir Bridge Road, and along with 4 other properties our driveway entry/exit is on the left (facing the old bridge) and slightly behind a blind corner when travelling away from Ophir. On a number of occasions we have had to take evasive	Noted	128



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work	action to avoid a collision whilst turning right across the lanes to head towards Ophir, as cars speed around the corner before slowing down once they see the bridge. This is despite a warning road sign which shows our driveway exit around the bend. As traffic coming over from the Ida tends to use the Ophir 'bypass' as a bit of a time saver, they push the speed to the limit, and more.		
Peter Callaghan	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Inattention to fellow traffic and no anticipation to road /traffic conditions eg phones,GPS devices. Also no courtesy, if you wish to gravel slower and site see then pull over and let other traffic pass. Used to be in the front page of the road code.	Noted - driver behaviour and its related enforcement is the responsibility of the Police.	129
Matt Tipa	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	The current speed limit of 100km from SHW85 to the 50km speed limit which is about 2km has several very tight corners plus the one lane historic bridge and at least six driveways. This road has now become a throughway for traffic traveling through Ophir towards Alexandra. My wife and I have been a home owner on this section of the road for 34 years and the traffic flow has grown significantly. In the last few years there has been a significant number of cyclists which have been using the road as part of the rail trail journey. This section of road is an extremely dangerous section which is only a matter of time before there is a serious accident. We strongly recommend and endorse a speed change to 60kph.	Noted	130
Alzbeta Bouskova	Yes	Will result in safer roads around where we live and work		N/A	131



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nadine Black	Yes		I often don't feel comfortable doing 100km/h as it doesn't feel appropriate. But if you go slower, you upset the traffic behind you.	Noted	132
Rebecca barrie-king	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Springvale Road from Youngs Lane to SH8 request the speed limit to drop 60 Km & a no passing. We live on Springvale Road cars especially motorbikes sped up to huge speed at the top to Youngs Lane on Springvale Road until just before the cemetery on Springvale Road. We have lost several animals due to speed & passing, its only a matter of time until person is hurt.	Noted - this section of Springvale Road is unlikely to achieve an appropriate level of compliance at 80km/hr due to its relatively straight, open road, rural nature. It was considered as part of the process but a change here was not deemed appropriate at this point in time. No change recommended from the plans that were consulted.	133
Janet Podham	Yes	Will result in safer roads around where we live and work	I fully support the speed limit of Roxburgh East Road being reduced to 80	Noted	134
Valerie Butcher	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Would really like to see the limit at 60	Noted - without more specific details listed this cannot be responded to.	135
Beverley MacFadgen	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	roading network does need to be improved - very little maintenance has been carried out in Bannockburn area over past 3-5 years. As a family we would like to see the speed limit changed for Hall Road, Bannockburn. Current speed limit is largely ignored by many residents and with growing number of houses being built in the area (with many more planned!) the speed limit needs to be dropped to 40km/hr, and	Noted - agreed. This area of Hall Road will be added to the speed limit changes with an extension of the existing 50km/hr urban speed zone.	136



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			enforced ! the occasional visit by a police patrol car would not go astray.		
Clyde School Board of Trustees	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Clyde School Board of Trustees note the area of 30km speed limits in the Historic part of Clyde and see that this does not extend as far as Blyth Street and Pyke Street which encircle the school. various members of the school community have noted the increase in traffic along Blyth Street, particularly with current infrastructure works causing diversions, but also from the weight limits in place through the historic part of Clyde. The Board have considered whether this 30km limit should extend along Blyth Street, and see some value in this. However, we would also support the coming legislation which would require a variable speed limit during school times. We would suggest that Blyth and Pyke Streets should have a 30km speed limit 08:30-09:00 and 15:00-15:30 during weekdays, with this speed change supported by electronic signs. The Board would also like to work with the Council to look at the feasibility of a pedestrian crossing, possibly a Kea Crossing, outside the school main entrance on Blyth Street.	Noted - speed zones outside schools are proposed and will be publicly consulted in the near future, including the areas described.	137
Martin McAtear	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	138
Peter Stevenson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	Support 30 km/h in Sunderland St through downtown Clyde	Noted	139



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work			
Steve Moynihan	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	I live on Gair Avenue, Cromwell, and find it has become a major thoroughfare for traffic to/from the industrial area and surrounding residential areas. The traffic starts early in the morning and builds up to about 8am, drops for a short time, then builds up with school traffic. The reverse happens in the afternoon/evening. Gair Ave is a residential area with houses very close to the road. I suggest a lowering of the speed limit to 40 kph to lower the noise a bit, and possibly divert some traffic to McNulty Ave where it should be.	Noted - at this point in time speed limit reductions to this area have not been recommended. To lower the speed limit on Gair Avenue would require significant urban street calming infrastructure to be realistically achieved. Council roading staff can relay speed concerns to local Police who enforce these speed limits.	140
Public Health South Appendix 6	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Reduced speed limits promote public health & safety.	Supporting document in favour/support of proposed changes noted.	141
Fiona Smith	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	The road between Cromwell Bridge and the intersection (roundabout) to Wanaka and Queenstown needs to be reduced to 50kph as it now runs through the middle of Cromwell	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	142
Sampsu Kiuru	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	Increase the confidence and safety for walkers, cyclist, horse riders and other road users to use roads our community. Less noise as well and reduced speed limits reduced the fuel consumption of vehicles and has direct impact on carbon emissions.	Noted	143



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work	Commend CODC for reducing the speed limit on Earnscleugh Road at Clyde end. We advocated on this and this was supported by large group of residents. There are more tamariki walking/biking to Clyde school and this will continue to increase with this positive change. Thank you to all involved.		
Kevin Luff	No		<p>The existing 70kph speed limit from the outskirts of Alexandra to Boundary Road is fine as it is and no change is required. I have never seen any crashes or incidents at all in this area and the transition from open road 100kph limit to 50 kph needs to occur in stages. 100kph straight to 50 kph is likely to create accidents due (due to sudden breaking) rather than fix any perceived issue..</p> <p>When travelling from Clyde to Alexandra it is the section of road from just past the Alexandra Golf Club to the 50kph sign by Boundary Road. This is currently 70 kph and I believe it should remain as it is.</p>	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	144
Dave Weatherall	Yes	Current speed is ok but drivers are at fault	<p>Hello, My only road of concern is Roxburgh to Roxburgh East.</p> <p>As well as lowering the speed, the best improvement would be claiming back some of the road reserve the adjacent land owners have fenced off and put in a walk/horse/cycle way.</p> <p>At present a truck passing a cyclist would have to stop if there is an on coming car as there is not enough room.</p> <p>I do not wish to speak at any hearing as I realise this is a separate issue, but would like it to be</p>	Noted	145



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			looked at in the future as it would probably get more use than the Coal Creek flat track beside SH8		
Jennie Robertson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	No but I think you've missed one. The Clyde-Alexandra Road from Boundary road to the edge of town needs the speed reducing from 70 as kids cross over there to get to the pool, sports grounds, schools, etc.	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	146
Kirsten Rogers	Yes	Will result in safer roads around where we live and work		N/A	147
Laurie McDonald	In part		<p>Re Dunstan Road 80km change. We have lived at Rapid number 131 Dunstan Rd for nearly 5 years, i.e. 1310m from Chicago St. The 50kph zone sign is outside our property at about 1325m from Chicago St where it increases to 70kph until the 100kph sign at 1710m from Chicago St. Despite these limits it is very common to see excessive speed above both limits in both directions almost on an hourly basis.</p> <p>The proposed changes increase the speed limit to 80kph at 1130m from Chicago St, effectively increasing the speed limit from 50 to 80 for an additional 200m towards the township, in a high risk area. This appears to be right outside Fulton Hogans main entrance, the site of a high number of vehicle movements, especially very slow moving trucks & truck & trailer units entering & exiting. It also brings the Netball courts car park entrance into an 80kph zone. During winter months when road conditions are at their worst it has a very high volume of traffic most weekends.</p> <p>Given the proposed reduction of Hill View Road to 60kph, the proposed District Plans intent to allow</p>	Noted - given the straight and rural environment of Dunstan Road in the described area, a 50km/hr speed zone would not achieve an appropriate level of compliance. As growth and development occur in future, this would of course be reviewed accordingly. To be discussed at the hearings panel.	148



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			more intensive subdivision along to Hill View Road, & an apparent application to intensively subdivide William Hill Estate at 269 Dunstan road, I would have thought it more sensible to extend the 50 kph zone to at least Hill View Road. That way, traffic might actually be travelling at 50 kph by the time they pass the Netball Court & Fulton Hogans entrances.		
Alison Fitzgerald	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	I would like the village of St Bathans to be included in a speed restriction please, particularly in the centre of the village outside the Vulcan Hotel. I am very concerned with the speed people do in this particular where there is a lot of pedestrians walking across to the beer garden or the parking area. I would like the current speed to be reduced from 50kms to 30kms please as I believe this will help with the overall safety of those walking in the village.	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage.	149
Shari Kay-Smith	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Springvale Road From SH8 to 100m East of McArthur Ridge. As we do support a drop in the speed limit, we would like it dropped even further to 60km, the traffic needs to be slowed right up! At present it is very dangerous for us all concerned in this now built up area with school buses, young children, bikers, walkers, animals, monte chrissto, cemetery, etc., The area is going to continue to grow with more new homes. The road is extremely busy often speeding cars passing and heavy traffic such as Fulton Hogan and other workers not slowing down making it very difficult to get into your own driveway, which is often the case. It 's potential hazzard waiting to	Noted - this area was proposed to be dropped to 80km/hr which aligned well with all the existing curve advisory speed signage that is currently in place through this area (which informs drivers should be travelling lower than 80km/hr already). A further speed reduction on the areas of this length of Springvale Road (where there are no existing curve advisory speed signs) would be unlikely to achieve an appropriate level of compliance at 60km/hr.	150



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			happen. We have a lot of bikers and walkers with their pets, school children on bikes, a survey of how much traffic actually uses the road especially between here and McArthur would indicate the high usage.		
Penny Sinnamon	In part	Will result in safer roads around where we live and work	The road from the Blacks Hotel at the foot of Blacks Hill through Ophir to join the Highway again via Old Bridge Road is used by many to shortcut by bypassing Omakau. I totally agree with the reduction of the speed on this road as many railtrailers who stay in Ophir come to Omakau on this road to look at the historic bridge. My request is that where Old Bridge Road joins the State Highway again be changed from a "Give Way" to a Compulsory Stop". A number of cars that come out of this road don't realise that the vehicle coming from Omakau could be up to the 100k speed limit, and by pulling out onto the highway in front of it - and the steepness of the hill they are turning onto being completely misjudged is an accident waiting to happen.	Noted - this intersection is part of the state highway network controlled by Waka Kotahi. This feedback will be passed on.	151
Ian Stewart	Yes	Will result in safer roads around where we live and work	With many more properties being developed along Letts Gully Rd, the increased use of the road, and the growth of the areas North of the area, (eg: Springvale Rd, McCarthurs Ridge and Golden Roads, one would suggest all of Letts Gully Rd be reduced to 70 or 80kms	Noted - this area has since been reviewed and has technical merit to be lowered - to be discussed at the hearings panel	152
Annetta Cowie	In part	Will result in safer roads around where we live and work	My husband and I have made several submissions over the years for a reduction in the speed limit of the main street of Clyde. Since initially submitting our concerns, the situation has become worse, and some of this is due to the continual roadworks in	Noted - proposed speed limit reductions will address these concerns, along with the proposed physical traffic calming features in the	153



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			the area of the last six months or so, but more so with the increase in cycle users within the area. Another factor which needs to be addressed is the number of vehicles who now use the main street as a shortcut from the Earnscleugh area through to Stage Highway 8 at the top of the dam. At times there is a 30 km sign used for roadworks, but at the far end of Clyde, Sunderland Street, the dam end, the sign is 50!!!! Often my husband and I are forced to pull over with the parking on each side of the road, and vehicles travelling through at a speed not conducive to the conditions or the obstacles which appear.	upcoming stages of the Clyde Heritage Precinct that will soon be underway.	
Gary Stewart	In part	Will result in safer roads around where we live and work	We live and work on Ophir Bridge Road, between the bridge and Ophir. We are increasingly concerned about the speed of traffic through this area as we leave and enter our drive, we had a few close calls. A reduction to 60 or even 70kph would be of huge significance.	Noted - this area has been proposed to be lowered to 60km/hr from its current open road speed limit of 100km/hr.	154
Barry Richardson	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	<p>In my opinion, enforcement of the PRESENT speed limits would mean that there was NO need to change them! But, I am very much in favour of some specific areas which need a lower limit.</p> <p>These changes are going to be meaningless if the limits are NOT enforced! For example, we live on Boundary Road Alexandra where the speed limit is clearly 50km per hour. Everyone knows this, but often drivers are travelling at double that speed, in spite of the fact that there are many children, older folk and pets there. Yet you could count on one hand the number of times there has been a radar trap on the road in the past 16 years! Speed</p>	Noted - enforcement is the responsibility of the Police, who are involved and consulted on and involved in the review process. The proposed changes have come about to address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase	155



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			restrictions are only a good idea if they are obeyed. That is why I only support the proposed changes in part.	road safety as identified through the technical speed limit review process.	
Taryn Hall	In part	Will result in safer roads around where we live and work	<p>St Bathans Loop Road outside the Vulcan needs to be 15 km/hr or 30 km/hr. People and children constantly cross the road, and cars are often turning and pulling out. It can be very busy on hot summer days. This summer, parking at the lake was six rows deep some days, and all those cars exit opposite the pub. It was very busy, and there were a lot of distractions for drivers and pedestrians.</p> <p>Watching a large tractor barrelling along at 50 km/hr in that environment is terrifying. A small child could easily dart out of the pub, and it would not stand a chance.</p>	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage.	156
Steven Gourley	Yes	Will result in safer roads around where we live and work		N/A	157
Loretta Bush	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	158
Philip Copland	In part	Speed reduction will result in increased travel time, Current speed is ok but the	<p>SUBMISSION ONE</p> <p>Lowburn Valley road round the Lowburn inlet and the camping area needs to be reduced to 80 km / hr. This speed limit should start from</p>	Noted - submission one relates to state highway controlled by Waka Kotahi, this feedback will be passed on. Submission two this area also	159



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		road needs to be improved	<p>between 45th parallel ie 45 degrees south (near sugarloaf) to about 1.5 km towards Cromwell from the Lowburn boat ramp. This would allow safer turning out of Lowburn Valley road onto the SH6 and also for camper vans and towing vehicles to exit and enter the carpark. (Camping is no longer seasonal but year round.) The Water Parks' location makes this even more important during peak traffic during summer.</p> <p>SUBMISSION TWO</p> <p>The other area of concern is for pedestrians who exit Shortcut road towards Mc Nulty inlet or Cromwell who need to cross the highway towards to GOLF course and Harvest lodge. GOLDEN GATE. 80 km per hour is TOO fast for safe crossing. 50 km/hr would be appropriate. BTW The underpass will NOT ameliorate this as there is no footpath access for Cromwell residents who do not live in Wooing Tree estate.</p>	refers to state highway, although the new underpass currently under construction should alleviate these concerns - as there is suitable areas for other residents to access the footpath network within the Wooing Tree development area.	
Tricia Batkin	In part		<p>St Bathans. The 50k zone is still not safe enough. Cars coming downhill into St Bathans from South are still too fast by hall and Vulcan. It needs a speed bump to ensure slow down. 30k is probably better down to Lake and thereabouts as many pedestrians.</p> <p>I have completed survey re proposed changes St Bathans but have an area of concern not listed Cambrian Rd is currently open road. It has I believe, an 'unofficial' 40k sign at the beginning put be concerned locals. It is a road frequently used by pedestrians, horse riders and children on bikes, in</p>	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage. Cambrian Road has also since been reviewed and has technical merit in being reduced to 40km/hr. To be discussed at the hearings panel.	160



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>multitude at holiday time. It is unsealed so very corrugated and dusty...not at all suitable for 100k. As a historic area there are many cruising vehicles and regular small tour buses.</p> <p>A 40k zone would be appropriate for the safety of all.</p> <p>In addition the Loop Rd at the junction with Cambrian is a concern. Turning right from St Bathans there is Very restricted visibility and is an accident waiting to happen. The turn left from the Omakau end is very sharp and slippery in winter for the unwary. The increase in permanent residents has meant far more traffic on Cambrian Rd.</p> <p>In addition, I believe an 80k zone should be imposed on Loop Rd from Menzies gate (on top of the hill before Donald Stewart's Creek) to Kirwoods gate..(last house before Shepherds Flat Rd). In the summer there are two popular swimming holes and local families frequently walk or bike to these. There is little verge in places and no safe crossing areas with the blind spots on the corners. I frequently walk with my grandchildren and it is 'heart in mouth' as cars do not slow down</p> <p>I hope you will consider improvements to this area.</p>		
Pauline Kirwood	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	<p>I would like to see a change of speed from 100 down to 60 or 80</p> <p>At the Loop Road, at Cambrian Corner, where there are new family,s</p> <p>And many holiday makers who cross the road to get to the river.</p>	Noted - no changes are proposed to the Loop Road - however the roading team can assess the intersection and see if there are any improvement opportunities.	161



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			The S bend is very dangerous and you can't see cars coming either way until they are quite close. A slower speed would be much safer.		
Robert Sheldrake-Hewitt	Yes	Will result in safer roads around where we live and work	I would like to see the speed limit reduced between the bridge in Cromwell to the new round about in front of Nichols. Now with 2 roundabouts, a huge amount of bikes using the road to get to the track and the Stocker room and lots of school children(over summer) riding down to swim by the by the bridge, I feel 80ks is to fast as many of the cars and motor bikes are traveling way more than 80ks. I feel that it is time for Cromwell to have signs asking trucks not to use their air brakes at both ends of the town. Now with a large increase in population including the lifestyle village by the new round about we need to do this. As you travel around the south island nearly all towns have these signs. Noise travels across water and the trucks coming through Cromwell after 4am make a hell of a noise. Kindest regards R Sheldrake-Hewitt	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	162
David Rowe	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bannockburn Rd between the proposed 50kph section on the edge of Cromwell and the proposed 80kph section starting at Pearson Rd should also be 80kph, which would making it 80kph all the way from Cromwell to Bannockburn. There are 30-40 property driveway on this section of Bannockburn Road with vehicles regularly entering and exiting these properties, a lower speed limit would make it safer for all road users.	Noted - to be discussed at the hearings panel	163



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Maurice Davies	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Request McArthur Road, Springvale is also reduced to 80km/hr. Many driveways now using this road as more residents locate there.	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. 60km/hr on the described sections of Springvale Road are unlikely to achieve an appropriate level of compliance	164
Pauline Copeland	Yes	Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	All around the Murray Tce area should also have reduced speed, for pedestrians and bikers	Noted - this may be addressed in future speed limit reviews in line with possible changes associated with the Cromwell Master Plan.	165
Helen Axby	In part	Will result in safer roads around where we live and work	<p>Please see comment below</p> <p>As residents of Springvale Road, we believe that the speed limit for the area currently proposed to reduce to 80kph should be further reduced to 60kph. We have experience of speeding, accidents and hazardous overtaking on the stretch of road between Young Lane and the highway as the longest straight part of the road. Increasing subdivision and risks for pets and children are ever increasing and overtaking is a particular hazard - when slowing down to enter driveways, for example, is sometimes terrifying. A lower speed limit would further control excessive speed and allow residents to slow down to enter their own drive without drivers following having to brake</p>	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. 60km/hr on the described sections of Springvale Road are unlikely to achieve an appropriate level of compliance	166



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			rapidly or risk overtaking while the driver in front of them is slowing to turn right.		
Frances Anderson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	167
John Ryley	In part	Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	don't think earnsleugh road and the main part of dunstan road should be reduced at this time	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area.	168
St Bathans Area Community Association	In part	Will result in safer roads around where we live and work	Yes we do. The St Bathans Area Community Association would like it to be known that we as a collective of local residents would very much like the speed limit in the St Bathans village to be reduced to 30 kilometres please. This is Loop Road and the area we are concerned with is the stretch of Loop Road that runs through the village, this is currently set at 50 Kms. We feel that 50 KMS is too fast to be driving through the area that is from Cross street intersection with Loop Road to the	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage. To be discussed at the hearings panel.	169



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			Downs Road/Loop Road intersection. Most particularly is the area outside the Vulcan Hotel which will have many pedestrians crossing the road to the beer garden or going to the car park. Can you please pass this as part of your speed amendments locally and put up the appropriate signage. Many thanks Alison Fitzgerald SBACA Secretary		
Sarah Wise	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	'Bannockburn Road, From 200m North of Pearson Road intersection to 60m South of Felton Road'. We think this could be 60 ideally in line with the proposed change to Cairnmuir Rd due to the following hazards: At Pearson's Road there is a car park opposite the intersection for tourists/cyclists. From Pearson's Rd going down the hill towards the bridge it is a blind bend. At this bend there is a car park for tourists/cyclists. After the bridge there is a car park for tourists/cyclists opposite the intersection for Cairnmuir Rd. Then there is a steep hill before a blind bend (at the Felton Rd intersection) which continues around and up into Bannockburn itself at which point the '50' zone seems to be quite an abrupt change, and sometimes seems to take drivers by surprise. The '50' zone is at another blind bend at the very busy Bannockburn Pub with pedestrians ambling across the road and many cars parked on the roadside, but also often protruding out in to the road itself.	Noted - to be discussed at the hearings panel.	170
AA Southern Lakes District Council	In part	Will result in safer roads around where	We need would need to see evidence of the current number of crashes and the cause of the	Noted - proposed speed limit areas were determined as part of the	171



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		we live and work, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	crash. We are concerned with the travel time increase and we would like to see evidence of traffic counts. Please note to fully support, we would need evidence on a case by case basis of incidents and traffic infringement notices. Dunstan, Pearson, Springvale Roads - lack of evidence for reduction in speed. And we would like to see wider areas considered for a reduction in speed where the population is more dense i.e. infill / subdivided sections.	technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. Any future growth areas cannot often easily be identified, these are addressed in future speed limit reviews.	
Jacquie Crawford	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Danseys Pass Road - Ridge Road to Naseby township Needs to have current speed limit (100 kph) lowered for safety of people who live on the road	Noted - proposed changes are in line with concerns	172
James Dicey	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	Cairnmuir Road - speed should be 80km/hr. 60k/hr is too slow. No cyclists cross road. Ample opportunity to slow. Pearson Road - straight road, very few residences/entrances, great lines of sight. Limit should be 100km/hr Sandflat Road - straight road, very few residences, great lines of sight. Limit should be 100km/hr	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area.	173
Milissa Wilkes	Yes	Will result in safer roads around where we live and work, Will reduce crashes and	You have not included Letts Gully road, the limit is 70 then 100 , I live at 24 Letts Gully and 95 percent of people drive at 100 in the 70 I have a child and pets that I constantly worry about, I have seen	Noted - this area has since been reviewed and has technical merit to be lowered - to be discussed at the hearings panel	174



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	people drink driving txtng tractors that take up three quarters of the road and the driver txtng, there are more people on bikes now, old ladies on bikes and still traffic whizzing passed , and they do not slow down when passing cyclists, Cyclists have tripled in the past year, the only time it was safe to push bike with my 11year old daughter was in lockdown when there was no traffic, I have to wait for traffic to pass just so I can check my mailbox, it's outrageous, there are more families with children now up the whole road of Letts Gully permanently living here, not holiday homes like 10 years ago, why have you not added this on your list, this is not fair, I have lived here for nearly 7 years and it is getting worse, I have customers always complaining to me that they are scared of parking in my driveway as the traffic is always going at 100 kms not 70. A elderly gentleman knocked off his bike, animals being hit, what's next, is it the old way that someone has to be killed for change??? Can you please look into this road before it is too late, more people are walking more people walking dogs more people cycling and more people speeding , then you have a speed change from 70 to 100 a 100 meters away from a main road turn off, it's a complete disaster waiting to happen (Alex town side) please can you do something about this road, it's very unfair changing all the other roads and not looking into this one, am all for lowering the speed limits but PLEASE look into LETTS GULLY ROAD. Thank you.		
Stephen Gee	No	Speed reduction will result in increased	Very few incidents	Noted - without specific concerns listed unable to answer	175



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		travel time, Current speed is ok but the road needs to be improved	What risk are you trying to minimize? The plan is non intuitive and does not seem logical	comprehensively. Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Kim Hore	Yes	Will result in safer roads around where we live and work	Omakau Ophir Bridge Road reduce to 60 - this will aid in slowing traffic in Ophir which has been an issue	Noted	176
Billee Marsh	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	I would like a speed limit on Maori Point Road. We have requested a limit but have been told it would be difficult to enforce. Maori Point Road has become a popular shortcut route for vehicles bypassing SH8 & SH8A. The volume of traffic has increased significantly. The high volume of vehicles, including heavy truck and trailer units, causes dangerous potholes and corrugations. It must be the most expensive road that CODC has to maintain. And also the most dangerous and dustiest CODC road. If Maori Point Road is not to be sealed it should have a speed limit, a heavy traffic weight limit or be closed to through traffic entirely.	Noted - no changes are proposed to the speed limit maps from consultation. This would not be supported by Councils roading team due to the very rural, straight and unsealed nature of Māori Point Road where compliance would be low and continuous effective enforcement would be difficult.	177



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Howard O'Donnell	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	I feel that Dunstan road between springvale/dunstan road intersection & Alexandra town boundary should be 90km/h not 80 as proposed as this road is straight & a good quality road. I also feel the limit between the war memorial in Alexandra through the town centre & including Limerick street should be 30km/h as this part of town can be very busy & is narrow	Noted - no changes are proposed to the speed limit maps from consultation	178
Julie Cairns Appendix 7	No	Current speed is ok but drivers are at fault	99.9% of drivers already do what is required "ie drive to the conditions at the time, within the speed limit". With any changes such as these, accurate data and statistics should be supplied to support such drastic changes. It is obvious that changes in vehicle numbers, pedestrians, motorcycles and bicycles occur during different periods, but it is also obvious that drivers adjust their speeds for the condition presented at the time. Seasons, weather, holiday periods, times of day, dictate this. Whilst Some changes may be applicable, I can see that such changes will in fact create hazards. Clyde - lowering the speed from 50 to 30, in fact in some cases 100 to 30, is ridiculous. Whilst during busy times, some roads may have motorists travelling at 15, this does not mean it should go down to 15! Common sense must prevail. My family have lived on Fruitgrowers Road for over 35 years. To reduce the speeds to the extreme that has been suggested is wrong and unnecessary. If the excuse of the cyclists are given, then perhaps the council should stipulate the area that the	Noted - the areas changing from 100 to 30 are very limited in length and 100km/hr on these existing small sections is neither realistic or safe under the current layout of the road corridor here. The overall lower speed limits proposed in this immediate area of concern are not significant and the very minor delays they create are negligible. The Clyde Heritage Precinct area is proposed to be lowered from 50 to 30 as a result of upcoming urban traffic calming improvements and strongly aligns to feedback Council consistently receive. As growth occurs in the District, road and speed environments often need to change as a result. The proposed speed limit reductions reflect the increased usage of this area by all types of road users and aligns with public feedback Council have received. The highway between Alexandra and Clyde is controlled by Waka Kotahi, this	179



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>cyclists are to use, which does not cover from the Earnsclough Road/Fruitgrowers Road - they are meant to turn off the bridge and go down to the river and along, or visa versa. I travel from my home to Earnsclough road regularly and to be expected to drive at 30km, when there is no traffic, is ridiculous.</p> <p>The motorway from Clyde to Alexandra should not be reduced from 100. It is not a built up area. It is a main through road. If the weather or traffic require a slower speed, then people use their common sense.</p> <p>There are too many changes being put forward, to comment individually in a document such as this one provided.</p>	feedback will be passed on. Unsure what to put in regard the supporting document?	
Sue Ingham	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	180
Alex Johnston	Yes	Will result in safer roads around where we live and work	Fully support the reduced speed limit along Dunstan Road - there has been a lot of subdivision with more residences having already been built. These extra builds and the new planned subdivisions will create not only more traffic on the road but a lot more people crossing the road to access the rail trail.	Noted	181
Poppy Law	In part	Current speed is ok but drivers are at fault	prospectors park and wooing tree 40km/h These proposed changes will not be consistent with residential road speeds in the district. This will cause confusion for road users. This will be likely to	Concerns noted - however these new subdivisions were designed by their developers as a <40km/hr speed environment (hence narrower streets,	182



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>result in aggressive drivers verbally abusing those road users who do drive at 40km/h, as has been experienced in QLDC since they changed their speed limits. Getting verbal abuse from neighbours will create animosity and will not result in happy integrated communities. NZTA will not change their standard 50km/h speed limit for residential areas, which is proving difficult to manage in QLDC with the State Highways which cross through or partially through the towns in that district.</p> <p>There are better and more effective ways to manage speed in residential roads, one which has been done in Prospectors Park has been the presence of street trees which makes the road user feel enclosed and they naturally drive slower, and the change in pavement types, which makes the road user think of judder bars, and thus they naturally drive slower, and the use of narrower carriageways, also present in prospectors park. all these aspects combine to ensure naturally slower movements of traffic, without the need to change the speed limit in cromwell depending on which suburb you are in, which is just confusing. not to mention the additional cost of putting up street signs at the entrances and exits of these two suburbs to tell everyone that there is a 10km/h slower / faster speed permitted.</p> <p>i support the remainder of the changes in the bylaw. I do not support this proposal for Prospectors Park and Wooing Tree to be 40km/h. It is unnecessary and not an appropriate way to manage safe road speeds, especially as it applies to two separate and small areas of Cromwell.</p>	<p>limited on street parking, features such as street trees and feature road surfacing). Given it was not designed for a speed environment faster than 40km/hr, it would not be appropriate or safe to promote a faster speed in these locations.</p>	



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
John Shanks	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	I feel Ophir bridge road from the highway turn off should be a fifty zone as a number of walkers and cyclists of all ages use this . As part of their rail trail experience . As this part of the road network does not not have a footpath or cycleway. Also Ophir township zone should be reduced to a 30 zone . This may have a grater impact on the reduction of speeding through as I feel the changes made by council have not.	Noted - The speed limit between the Ophir township and the intersection with state highway 85 is proposed to be 60km/hr, which is a significant lowering from the existing 100km/hr open road speed limit. Given the rural nature of this length of road corridor, the 50km/hr 'urban' speed limit was not deemed appropriate or likely to achieve realistic compliance levels in this rural environment. 30km/hr in the township of Ophir would not be appropriate or achievable without significant expenditure on large scale physical works such as significant urban street calming features - there is already known low compliance with the existing 50km/hr limit.	183
Pat Garden	In part	Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	The proposed reduction in speed from 100kmph to 80kmph to be applied on Teviot Road from the Roxburgh Bridge downstream goes further than it needs. I would propose that the reduction extends only as far as McKerchar's chicken farm rather than to the beginning of the Pannett straight as outlined in your proposal. My justification is consistency. Reducing speed past the Hercules Flat settlement makes sense but once past there, there is no justification for changing the limit as the section past Pinder's Pond is no different than the rest of the road to Millers Flat.	Noted - no changes are proposed to the speed limit maps from consultation	184
Infinity	In part	Will result in safer roads around where we live and work		N/A	185



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Dansoa Gallagher	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Springvale Road I live in the area and concern with the speed limit	Noted	186
Kevin Hollows	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Re. Dunstan Road & Springvale Road to Clyde from Alexandra. I have lived in the vicinity of Dunstan Road for 46 years and have not known any serious accident due to speed. I travel the road frequently by vehicle and also cycling and feel it safe for both means. I think the proposal to be a dumb idea and therefore am against it.	Noted - to be discussed at the hearings panel	187
Tony Hollows	No	Speed reduction will result in increased travel time	I oppose the proposed speed limit changes along Dunstan Road and Springvale Road between Alexandra and Clyde. I live in Arnott Street and this route is the only viable option for people in my area traveling to or from Clyde/Cromwell due to the poor street layout in Alexandra. I have driven those roads thousands of times over nearly forty years. They are long straight roads that are not congested have and great visibility. Where there is less visibility, the situation can be improved by clearing trees/vegetation such has already been done at the old racecourse or with warning signs. Lowering the speed limit is just plain lazy. In the case that somebody who lives on one of those roads submits for lowering the limit, I would counter with the following points: • These are not private roads but a main	Noted - to be discussed at the hearings panel	188



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>thoroughfare for many people.</p> <ul style="list-style-type: none"> • The roads are there for the benefit of all the public who are the vast majority of the users of those roads. • The people living on those roads knew what the roads were like when they moved there (this is the same mentality as people who buy a house near an airport, then complain about the noise). • They are free to move to a quieter road. <p>The current speed limit is perfectly suitable and this nanny state BS needs to stop. This patronising attitude of seat polishing bureaucrats that treat the public as being too stupid to make their own decisions is very insulting. Just because the speed limit is 100km/h doesn't mean we have to drive at that speed. We can drive to the conditions and drive slower if necessary. But we should have the freedom to make that judgment ourselves. Thank you for your time.</p>		
Viki Abercrombie	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	<p>I would like to see the main highway from Cromwell to Pisa Moorings turnoff reduce to 80 km. There is a lot of Traffic stopping, slowing down and considering turning in and out of the water park, Lowburn valley road, the freedom camping area at Lowburn, and the Motor Caravan Association Park. There are also many people walking around these locations.</p>	Noted - commentary relates to Waka Kotahi state highway. Feedback will be passed on.	189
Matt Walsh	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	<p>Earnsclough Rd from Conroys Rd - Paulin Rd also needs an 80kph limitation because of surrounding orchards and movement of equipment.</p> <p>Also a cycle track along the Earnsclough road from</p>	Noted - a speed limit reduction on this section of was not considered appropriate due to the relatively low level of development, straight and rural nature of this section of	190



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work	Paulin Rd into Alexandra would be most welcome. I could then bike to work in relative safety.	Earnsclough Road. A lower speed environment was likely to achieve low compliance, unlike other areas of Earnsclough Road proposed for reduction which are more aligned to a speed limit reduction. Cycle trail thoughts are noted, unfortunately there are no funds allocated for this work in the foreseeable future.	
Tony Streeter	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Surprised that the section of Bannockburn Rd from just past the Otago Polytechnic entrance to just before Pearson Rd remains at 100km/hr while other sections have a speed reduction. Would like to see the stretch stated also be 80km/hr. Reasons - in the past 20 years at least 50 residences have been constructed on this piece of road. There are at least 20 driveways onto this stretch of road and one road (Panners Cove Lane). Residents are turning onto a 100km/hr road. There is further subdivision happening along the road which will increase the number of residences. The growth of Bannockburn means the road is increasingly busy. There are often slower vehicles on this road (eg tractors). In addition the undulating nature of the road makes line of sight difficult in some parts. Lowering this section also to 80km/hr would significantly reduce the risk for residents and visitors turning on to or the road and poor overtaking decisions by drivers.	Noted - to be discussed at the hearings panel	191
Anne Nielsen	In part	Will result in safer roads around where we live and work, Will reduce crashes and	Will increase safety for pedestrians, cyclists and horse riders.	Noted - Given the rural nature of Swann Road, 80km/hr was proposed on as it was more appropriate and likely to achieve higher compliance	192



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	Swann Road. I would prefer the speed limit on Swann Road to be lower than 80km / hr, particularly at the intersection with Lowburn Valley and Heaney Road and between the corner of Stratford / Lowburn Creek and 185 Swann Road. Swann Road has been popular with cyclists, pedestrians, runners and horse riders particularly before the increase in traffic and vehicle speed that has resulted from recent subdivisions.	than a possible 60km/hr (as 70km/hr speed zones are no longer recommended under Waka Kotahi setting of speed limit rules). Council will investigate the appropriateness of installing curve advisory signage at the noted location outside of this speed limit review process.	
Denis Litchfield	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	Without adequate policing speed limits mean nothing to a lot of drivers Bringans Street has become a bypass with increased traffic. We have lived corner of Bringans and Shannon St for 20 years. There is congestion on the corner past the school. During school hours the speed of some traffic is beyond 50km. I note there is proposal for reduced speed past schools which we support. Changing the give way signs to Bringans St may help. All these changes are fine but only if they are policed.	Noted - enforcement is the responsibility of the Police and they have been involved in this process. Any relevant feedback such as this will be passed onto the Police for future consideration. School speed zone reductions are proposed in the near future and will be consulted on separate to this process.	193
Earl Harrex	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Foot and cycle movement in this area can be dense. 100km is not suitable. Concern of the Lauder-Matakanui Road commonly known as Lauder Road. This road comes off SH85 which has a 80k limit. The Lauder Road is signalled as 100km. The first 1km of the Lauder Road crosses the Rail Trail and passes private houses and the Stationside Cafe. This part is very busy with cyclists and other visitors to the cafe. The speed limit needs a major downgrade for the first 1km.	Noted - Lauder Road is the formal name for this road. Lauder Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Lauder Road is very	194



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				low volume (<50 movements per day from traffic count data) and would consider this a self explaining rural road with very limited development to date. The road alignment at the described area makes it unachievable to actually drive at 100km/hr. Curve advisory speed signage to be investigated outside of the speed limit review process.	
Eric Swinbourn	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	<p>We already have a raft of adequate road rules what we don't have is a high standard of driving. Why punish the responsible drivers when so many won't comply with the existing rules.</p> <p>I am one of approx 120 people who live in Naseby, a town with very low traffic volume. I regularly see examples of poor driving including exceeding the present speed limit, but very rarely see any effort at enforcement. Why introduce more restrictive rules when the current adequate ones aren't enforced. Most of the bad road behaviour that I see is cyclists that won't obey any rules.</p>	Noted - driver behaviour is the responsibility of the Police for enforcement. Naseby was identified as a proposed lower speed environment given its small village feel with a distinctly different feel than other 'urban' townships within the district, i.e. typically no footpath or kerbing formed, narrow, short and winding streets that are uncharacteristic for townships within the District.	195
J Goyen	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	196



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Jonquil Hill	In part	Will result in safer roads around where we live and work	I live in Burn Cottage Road - the main highway junction is visibly unsafe - the de- restrict should be moved to nearer the winery - also most of the road is sealed and with foot, cycle, horse traffic frequent - its too fast.	Noted - the area described is state highway and under the control of Waka Kotahi. This feedback will be passed on.	197
Judith A. Kagan	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Radford Road (off Swann Valley) reduce speed from 100km to 70km. Swann Road reduce to 70km and less in tight dark corners to 50km. Reasons: safety for horseriders, walkers, bikers (children catching school bus) and mothers pushing prams	Noted - 70 km/hr speed limits are no longer aligned with Waka Kotahi Setting of Speed Limit rules. Given the rural nature, 80km/hr was proposed on Swann Road as it was more appropriate and likely to achieve higher compliance than a possible 60km/hr. Radford Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Radford Road is very low volume and would consider this a self explaining rural road with very limited development to date.	198
Lyndsay Fox	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	I suggest a trial period of the proposal and then a review where public can have their say again after working with the new speed limits	Noted - a trial period is not possible under the very specific Waka Kotahi Setting of Speed Limit rules.	199



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work, Speed reduction will result in increased travel time			
Nic Kagan	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	50km around dangerous dark blind corner on Swann Road between rapid numbers 185 & 151 Swann Road very dangerous blind road with bends between rapid numbers. Hoons speed at over 100km. Joggers, bikers, horse riders in danger of head on. Radford Road: first 300 metres from Swann Road at Junction then 80km because of dust, bales falling off trucks as has happened here.	Noted - Swann Road would not be appropriate for a speed limit of 50km/hr given its very rural nature and as a result would not achieve satisfactory compliance. Council will investigate the appropriateness of installing curve advisory signage at the noted location outside of this speed limit review process.	200
Robyn McFarlane	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Ripponvale Road - 80 km great Feb - Nov. I would like to suggest that a temporary speed limit of 60km be made over the months of December and January while there is very large numbers of visiting drivers looking for cherry sellers. As a resident on this road it is quite nerve racking driving over this period.	Noted - 60km/hr is unlikely to achieve an appropriate level of compliance, hence the more appropriate 80km/hr speed limit has been proposed and is still a significant reduction in this rural area. Seasonal speed limits can work in some very limited applications, but more often add a layer of confusion for road users and can create enforcement issues.	201
Russell	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	The 80km limit south of the Roxburgh township has houses on the west side of the road (Scotland St). As a cyclist with just 1.4 metres to ride in being passed at often over 80km speeders is not a good experience especially when they are truck and trailer units. A reduction to 60 km would be great.	Noted - 60km/hr is unlikely to achieve an appropriate level of compliance, hence the more appropriate 80km/hr speed limit has been proposed and is still a significant reduction in this rural area.	202



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Bob Perriam			<p>I note that Clark Road is not mentioned in this review and I want to promote a speed limit of 60 Km/hr from the current open limit of 100km/hour. This road is not sealed and not graded very often needing vesicles to slow down so they can negotiate the bumps and holes within the road. There is a lot of dust in dry conditions that limits visibility.</p> <p>I own both sides of this road for most of its 1 Km length and use various gateways into my paddocks regularly.</p> <p>The opening a closing gates is a safety issue for me and my Family and friends with me at times.</p> <p>There are many similar unsealed roads promoted within the review to have a 60 Km/hr speed limit imposed and including Clark road would be a sensible and consistent move. This road use has increased dramatically in recent years with servicing intensive farming, intensive vineyards and retails wineries sales to the general public.</p> <p>I am happy to attend any hearing or supply further evidence to support my submission.</p>	Noted - Clark Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Clark Road is very low volume (<60 movements in total per day) and would consider this a self explaining rural road with very limited development to date.	203
Caroline Tamblyn			<p>Firstly some questions:</p> <p>1. What is the problem that CODC is trying to solve here?</p> <p>2. Are there "black spots" on our local roads that have been the location of several car crashes? Did CODC use car crash data as a criteria to choose the speed reduction zones?</p> <p>3. Why did you choose the Roxburgh East Road and</p>	1 - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align	204



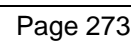
Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>around the Roxburgh Dam roads? These are not built up areas! They are tar sealed winding country roads.</p> <p>4. Why do you think putting up all these speed signs will change driver behaviour? Is there any data to show the correlation between speed signs and improved safety on rural roads?</p> <p>5. Will the proposed speed reductions be used by CODC as a reason to not spend road maintenance money on these road areas in the future?</p> <p>My thoughts:</p> <ul style="list-style-type: none"> - the vast majority of drivers drive at speeds that suit the road and conditions at the time. I don't think this proposal will alter the poor behaviour of a small minority of drivers. - constant changes in maximum speed and multiple road signs for each speed limit is confusing. I think most drivers will ignore them and won't have a clue what speed zone they are in. - the policy is yet another "nanny state" directive that assumes that drivers are not able to make good decisions about the speed that they travel at. This proposal removes a sense of self-responsibility. - I want the Roxburgh East and Roxburgh Dam speed reduction proposals to be withdrawn. 	<p>with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. 2 -Yes, crash data is used as part of the technical review process. 3 - Due to the nature and alignment of these sections of road corridor the open road speed limit is not appropriate. 4 - Enforcement of speed limits is the responsibility of the Police, however compliant signage is required as a result of these changes for it to have any effect. Lowering the speed limit where appropriate does create a safer road environment and therefore increases road safety. 5 - No, speed limit changes are irrelevant to road maintenance decisions and funding. Thoughts are noted - however it is worth noting that the minimum lengths for speed limit changes are determined by Waka Kotahi guidelines for consistency across the country. The changes proposed are not unrealistic to the feel of the road environment in which the changes are proposed - i.e. removing an open road speed limit over the Roxburgh dam (and its approaches which are winding in nature) align well to the lower speed proposed as it is simply not safe,</p>	



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
John Leslie			<p>From the old Daniel O'Connor one lane bridge to the 50 km/h sign entering the township of Ophir, (650 meters), there is an open speed limit. Common sense needs this stretch to be 50 km / hr. Many cyclists and walkers use this stretch of road doing the circuit from Omakau, Ophir, Omakau. This stretch of road carries a lot of short cut traffic, (bypassing Omakau). Another thoughtless piece of engineering recently completed are the concrete "traffic calming" obstructions in Ophir causing cyclists to veer from the safety of the road shoulder on to the main road. Absolutely stupid.</p>	<p>practical or really achievable to navigate this area at 100km/hr</p> <p>Thoughts around traffic calming noted - this was undertaken due to concerns from the public around the speed environment in Ophir township not 'feeling' like a 50km/hr area and hence achieving low speed limit compliance. The calming features were implemented to help aid with lower the feel of the speed environment. The speed limit between the Ophir township and the Daniel O'Connell bridge is proposed to be 60km/hr, which is a significant lowering from the existing 100km/hr open road speed limit. Given the rural nature of this length of road corridor, the 50km/hr urban speed limit was not deemed appropriate or likely to achieve realistic compliance levels.</p>	205
<p><i>Multiple signatories</i></p> <p>Appendix 8</p> <p>Appendix 9</p>			<p>We, the undersigned, who are residents or have involvement with Little Valley, would like to see the 60kph applied to the whole of the Little Valley Road.</p> <p>There is now a mountain bike park or Matangi Station in Little Valley. At numerous times mountain bikes are crossing over the road. Although all care is taken by the bike riders, they cannot be in control of fast travelling vehicles which are on the road.</p>	<p>Noted - Council Roding department in support of the change to 60km/hr in light of overwhelming community support.</p>	206



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
John Richards	Yes		<p>The same applies for the Valley where there are young children on pushbikes and stock.</p> <p>I believe more streets need to be included. We live in Stowell Drive, Cromwell and have been concerned about the speed some drivers travel between McNulty Road and Waenga Drive. The roads in the Summerfield Estate are quite narrow and drivers use Stowell Drive as a short cut often travel at excess speed. Large numbers of school children walk, cycle and scooter along the street and deserve safety. So too, the many residents who also walk, cycle. Petrol costs may put more onto cycles or walking. Help counteract poorly designed streets by reducing the speed limit to 40km/hr. It may well save lives. Thank you.</p>	Noted - recent traffic counting data did not support the view that road users are speeding on Stowell Drive. In fact it showed there was a very high level of compliance. Like any road corridor in the district, there is a traffic counting programme and speeds are continually monitored and assessed.	207



N Z Transport Agency

To Whom it may Concern.

Highway 6 approaching Cromwell from Queenstown.

1: We live in the Golden View Lifestyle Village behind the bund. The traffic noise is quite extreme at times, especially when air brakes are used by large trucks. One comes quite often through at 4am. There should be a no air brakes zone, probably as far back as Sandflat Road as there are residents also in the vicinity of McNulty Road.

2: There has been and will be a lot of new residents in this expanding town and already between and including Sandflat Road, where there are now about 15 new sections under development and more to come. Also, Highlands and the stock car venue.

3: A terribly busy Cemetery Road is becoming busier by the day with a new industrial subdivision opening soon.

4: We also have the orchard 45 South orchard with about 40 staff accommodation units.

5: Ord Road with the air strip which will only get busier.

6: Then moving towards Cromwell, we have McNulty Road which is the main industrial artery from the Industrial Estate.

7: Ripponvale Road is next where traffic from the Racecourse can be heavy also from the many orchards along this road.

8: Next you have Ripponburn Home and Hospital where there are 16 Villas.

9: Lastly Golden View Village and hospital which is not in the traffic corridor but the road noise does impact on those living adjacent to highway 6.

Our suggestion is speed 70 or 80 KPH restriction from just before Sandflat Road, along with no engine braking.

Please see map attached.

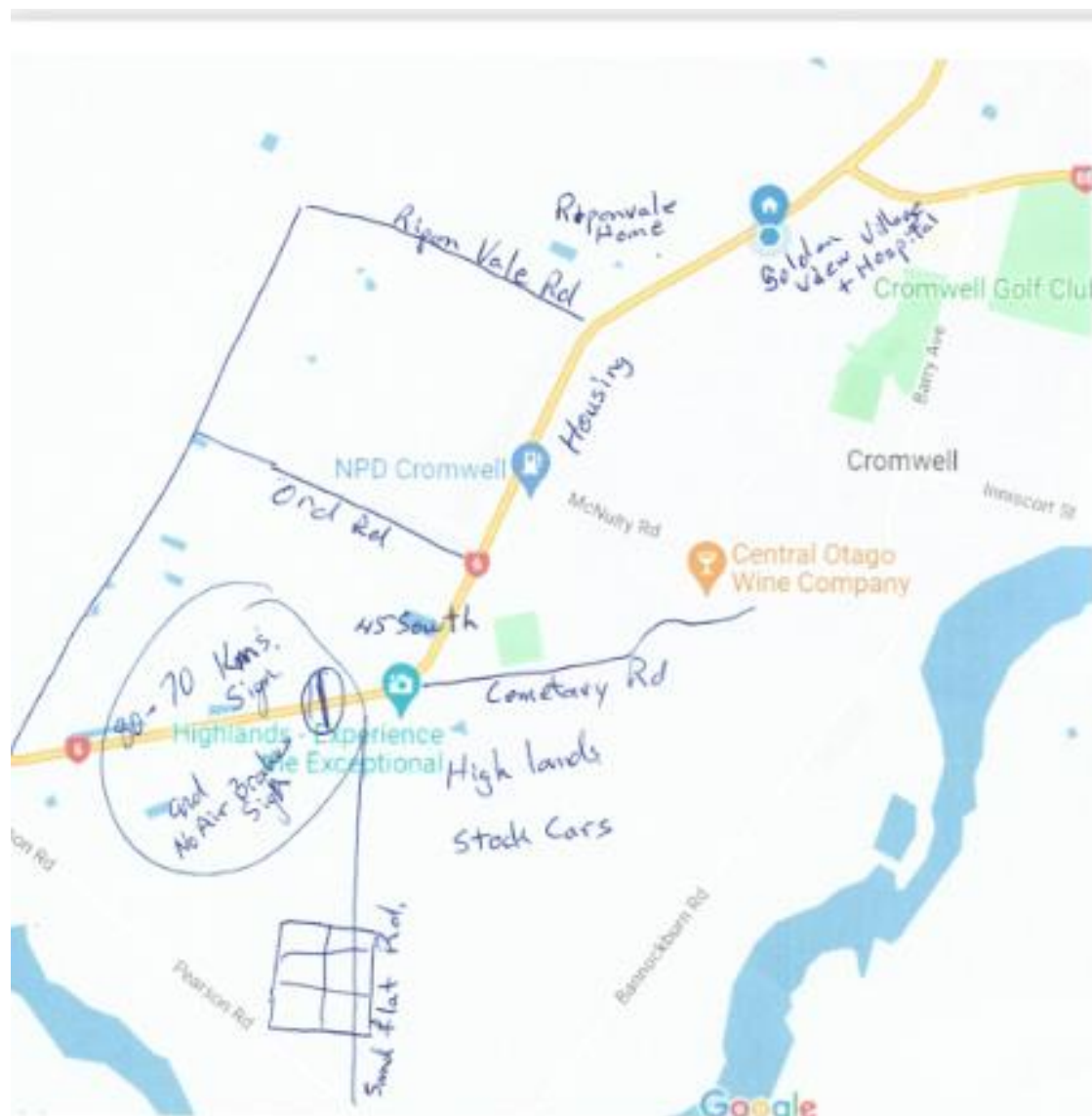
Regards

Mairi & Brian Kirk

4 Agate Close

Cromwell

027 579 4510





Advice on Proposed Speed Limits Bylaw 2022

To: Central Otago District Council

Details of Submitter: Southern District Health Board, Public Health South

Contact Person: Sierra Alef-Defoe - Sierra.alef-defoe@southerndhb.govt.nz; 022 037 4134

Date: 8 April 2022

PHS appreciates the opportunity to comment on how lower speed limits can positively impact public health.

Active transport: PHS supports speed limit reductions as a means of encouraging active transport in the community. When vehicles slow down, people feel safer to walk and ride bicycles. Active transport can help reduce the burden of obesity, heart disease, type 2 diabetes, and cancer, while supporting mental wellbeing and social connectedness.

Safety: PHS supports lowering speed limits to make Central Otago safer for all road users. Reduced speed means fewer and less severe accidents; meaning fewer deaths and injuries on our roads.

Equity: PHS supports speed limit reduction as a means of protecting vulnerable road users including people on foot, people on bicycles, people in wheelchairs and mobility scooters, people with disabilities, children, older people, and people with lower incomes.

Traffic calming: PHS recommends introducing traffic calming measures to complement reduced speed limits. Features such as narrowing, zebra crossings, and tree-lining naturally slow down traffic. The narrow main street in Clyde is an example of this phenomenon. Narrowing can be achieved by expanding footpaths and adding dedicated bicycle lanes.

PHS supports the lowering of speed limits as one important component of a healthy built environment in Central Otago. We wish to be heard regarding this submission.

Ngā mihi,

Sierra Alef-Defoe
Health Promotion Advisor, Public Health South

NOTE: THE QUESTION ON WISHING TO TALK TO OUR COMMENTS SHOULD HAVE ONE OTHER OPTION:

DO YOU WANT TO TALK TO YOUR COMMENTS

You only have the option to answer Yes or No. There should be an option of "Other"

So, my comment is:

No I don't want to talk to my submission because I am not confident to publicly talk in front of others. I should not be penalised because of that. But I DO WANT TO BE PRESENT AND SUPPORT PEOPLE WITH SIMILAR VIEWS TO ME, WHO ARE MORE CONFIDENT IN SPEAKING IN FRONT OF OTHERS.

Furthermore, I am not an articulate writer, but feel strongly that I must put forward that I am not in support of all these changes. And I am not alone, with many other people similar to me. The number of changes being put forward make the process so daunting, that it is no wonder that the Mayor has stated there have been very little submissions put forward. If a public meeting was held in each region, I would think you would have a high turnout to discuss the suggestions. Who knows, this could work in your favour, but in not doing this, I feel you are being unfair to a good number of community members who are not confident in putting things in writing, and that is unfair. An open discussion at a town meeting would allow for all parties to participate in a good debate, and minds can be changed when they hear other people's point of views.

SUBMISSION FOR 60KPH LIMIT ON LITTLE VALLEY ROAD, ALEXANDRA

We, the undersigned, who are residents or have involvement with Little Valley, would like to see the 60KPH applied to the whole of the Little Valley Road.

There is now a Mountain Bike Park on Matangi Station in Little Valley. At numerous times mountain bikes are crossing over the road. Although all care is taken by the bike riders, they cannot be in control of fast travelling vehicles which are on the road.

The same applies for the Valley where there are young children on pushbikes and stock

Ms Sanders

Mary-Liz SANDERS.

A Sanders

Amanda Sanders.

Lyce Brundell

Brett Sanders

Helen Sanders

Neil Sanders

Tony Sanders

A Sanders

Alexander John Sanders

John Clavidge

Mark Sanders
Mark Sanders

Ali McGraw

Mark Sanders

H M Sanders

Neil M Sanders

My Sanders

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M. Sanders

Mary-Liz SANDERS.

A. Sanders

Amanda Sanders.

B. Brundell
Lyce Brundell

Brett Sanders

Helen Sanders

Neil Sanders

Tony Sanders

A. Sanders

Alexander John Sanders

John Clavidge

Mark Sanders
Mark Sanders

Ali McGraw

Barclay

H. M. Sanders

Neil M. Sanders

My. Sanders

22.5.6 REQUESTS TO TAKE OVER PRIVATE WATER SUPPLIES

Doc ID: 584109

1. Purpose of Report

To agree a protocol for responding to requests for Central Otago District Council to take over ownership, management and operation of private water supplies prior to 30 June 2024.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Agrees to draft a letter to the Chief Executive of Taumata Arowai requesting the use of the tools at their disposal in the Act, to deter suppliers from ceasing supply.
- C. Notes the requirements on Council under the Local Government Act 2002 as amended by the Water Services Act 2021 to assess private water supplies and work collaboratively with a supplier, the consumers, and Taumata Arowai to find a solution.
- D. Notes that transition of Council's three waters asset ownership, management, and operations will create increased workload on an existing workforce that has no available capacity.
- E. Notes that any work to assess private supplies, and work with Taumata Arowai will require engagement of external resources to undertake this work.
- F. Agrees that costs for external suppliers to either undertake the water assessments and liaison with Taumata Arowai and community, or to backfill existing staff undertaking this work, are to be recovered from the private supplier, as provided in the Water Services Act 2021.
- G. Agrees that private suppliers are encouraged to self-manage and engage commercial water supply and treatment companies to support them until new water entities are established, or they are required to be registered in 2025.
- H. Approves the engagement of registered water carriers to provide drinking water on a cost recovery basis, in the event that Taumata Arowai direct Council as the supplier.

2. Background

Council has received several requests to take over the ownership, management, and operation of private water supplies within the district. Typically this has been in the form of an initial request, and staff have discussed the difficulties of Council doing this at this time due to resourcing challenges, and water reform. In one case Council has been advised that the current private supplier will no longer undertake this role from October 2022, and Council will need to do this.

With increased regulation and water quality compliance requirements, there may be an increase in requests for Council to take ownership of private schemes that may not meet the requirements of the New Zealand Drinking Water Standards. Concerns have also been raised about the potential for private water suppliers to cease supply to its consumers.

The Water Services Act 2021 provides clear obligations to ensure a water supply continues to be provided. Section 25 of the Act requires a sufficient quantity of drinking water to be provided and for that supply to continue. The Act provides no option for a supplier to walk away from a drinking water supply.

Alongside the strong duties on the operator, is a wider responsibility for Council under the changes to the Local Government Act 2002 (Sections 124-127 LGA 2002) relating to drinking water services. Council has an obligation to carry out an assessment where a drinking water supply is at risk of ceasing to provide a service. The Council has a duty in that circumstance to work collaboratively with a supplier, the consumers, and Taumata Arowai to assess a solution.

If a solution is not readily available or agreed and the supplier is unable to continue, then Taumata Arowai may direct Council as the provider of last resort. This is to be done within a time frame determined by Taumata Arowai.

The Act provides a number of enforcement/compliance options for the regulator, Taumata Arowai, in the event that a drinking water supplier fails to comply with its obligations. These are set out in part three of the Act and carry a range of options:

- Providing directions
- Obtaining information
- Issuing compliance orders
- Carrying out remedial action
- Appointing an operator to take over the running of this supply.

The Act also allows for formal enforcement including infringement fines and potential prosecution.

Given the Council obligations under the Local Government Act 2002 it is considered prudent for Council to develop a default position when advised that private water suppliers are intending to cease supply.

3. Discussion

Te Mana o te Wai is a key objective of the Water Services Act, focusing on restoring and preserving the balance between water (wai), the wider community (taiao), and people (tangata), now and in the future. Stewardship is one of six principles of Te Mana o te Wai, stating that all New Zealanders have a role to manage freshwater in a way that ensures it sustains present and future generations.

Notification to Taumata Arowai is one of the requirements on Council if an assessment of a private water supply finds that the supplier is failing to meet their statutory obligations or are at risk of doing so, there is an absence or deficiency of service, or the supplier is at risk of ceasing to provide a service. At this stage it is noted that such assessments will only be undertaken on those suppliers that directly approach Council and provide any scheme related information.

On 18 November 2020 Council considered a report outlining issues and risks associated with taking ownership of private water schemes. The report outlined the significant work and level of resource and expertise required to assess private schemes adequately. At that time Council resolved that requests from suppliers should be considered on a case-by-case basis.

Assessment of Supply and Notification to Taumata Arowai

In the interests of working collaboratively with suppliers and consumers, staff have developed a template outlining information required to be provided by the supplier. The information requested will provide a starting point for a supply assessment. This includes the contact details of all consumers to ensure direct engagement can be facilitated for all parties involved. Other information requested include financial information, current management and maintenance arrangements and information on the number and condition of assets.

This information will help form any required notification to Taumata Arowai as well as the communities involved.

In January 2022, Council notified Taumata Arowai of an unregistered private supply drawing water from an open source and no known treatment. This scheme has approached Council a number of times in recent years requesting the supply be taken over as they felt unable to meet the requirements of current standards.

Response from Taumata Arowai on the notification, deemed that the situation did not meet their threshold for direct involvement as it was a long-term risk that the supplier would not be able to meet its statutory obligations by 2028, unless the water becomes unsafe in the interim.

The advice from Taumata Arowai at the time was that there was sufficient time for Council, the supplier, and the consumer to work together to reach a solution.

Compliance Timeframes

The new Drinking Water Standards and Drinking Water Aesthetic Values were set in June 2022, with the Drinking Water Quality Assurance Rules currently being finalised by Taumata Arowai.

Timeframes to meet the new standards and rules differ between registered and unregistered supplies. For a registered supply, the requirement to comply with the new rules and standards will come into effect on 14 November 2022. Unregistered supplies have until November 2025 to register and a further three years to comply with the standards.

Section 50 of the Water Services Act 2021 provides that Taumata Arowai may develop Acceptable Solutions. Acceptable Solutions offer ways for small suppliers to ensure they are providing safe drinking water in a practical and cost-effective way.

As a result of recent consultation on Acceptable Solutions, Taumata Arowai has indicated additional work is required on some of these drafts to help ensure smaller communities achieve compliance.

Working Collaboratively to Find a Solution

While there could be an assumption that the best solution is for Council to take ownership and management of a private supply, in many cases this will not be the most cost-effective solution. This is particularly the case for supplies servicing less than 30 dwellings. Emphasis should be placed around the empowerment of small communities to retain or take responsibility of their own water supplies until they are required to register in 2025.

Central Otago District Council Community Development Strategy 2021 focuses on Community-led development, which includes empowering communities to be more engaged and involved with their place. To achieve this Council aims to remove barriers, provide support, connect people and groups to others, and help to create solutions that protect and enhance communities' values.

Council has a small three waters team, which is still building local experience and knowledge. Increased regulatory requirements in the three waters activities has resulted in an increased workload on this team. There will also be significantly increased workload required to support the transition of the ownership, management and operations of water, wastewater, and stormwater to the new water entities. There is no capacity within the existing council resources to undertake assessments of private water supplies.

In the first instance private suppliers could be encouraged to self-manage and engage commercial water supply and treatment companies to support them until new water entities are established.

Provider of Last Resort

In an instance where no solution can be found, Taumata Arowai may appoint Central Otago District Council as the provider. The legislation states that a territorial authority is not obliged to provide a reticulated network and they may consider a range of options to ensure drinking water is provided if the supplier is unable to meet the statutory requirements.

If this were to occur, the provision of water through a registered water carrier, on a consumer cost recovery basis, would be deemed to meet Council requirements and provide for the immediate needs of the community.

Consideration of water storage will need to be made either on individual properties or a more centralised location.

4. Financial Considerations

Rural properties that are not connected to council water supplies do not contribute to funding councils water services staffing, or contracts. Where local communities are unwilling to manage their networks then it is proposed that all costs to provide a supply to a private network until 30 June 2024 be met by properties on that supply.

Potential associated costs	Estimated costs
Purchase of a tank to leave on a central site or if required per individual property	\$20,000 for a 5,000L tank
Cost to maintain a Council-owned tank on a central site	\$1,000 per week
Cost for water delivery by a commercial registered water carrier	\$500 - \$800 per delivery dependant on location (approx. 12,000L per load)
Commercial water carrier to leave central tank on site and maintain	\$400 per day

It is noted that these costs are relatively consistent with other areas within Otago and Southland.

Water New Zealand's national performance review found the average water usage in New Zealand is approximately 227L per person per day. Based on that assumption, a family of 5 would require a water delivery approximately every 10 days.

5. Options

Option 1 – (Recommended)

Staff will notify Taumata Arowai of any suppliers of drinking water services that approach Council and are not meeting statutory requirements or are at risk of doing so.

Council engages a consultant to work with Taumata Arowai, the supplier and the affected community, with these costs to be recovered from the consumers on the private supply.

In the event that Taumata Arowai direct Council to intervene as the supplier of drinking water this will be done through tankering water to those communities on a cost recovery basis.

Advantages:

- Meets council's obligations under the Local Government Act
- Provides clarity for communities
- Collaboration seeks to support and empower communities to identify the best solution for the supply consumers.
- Water carrier managed through council may provide some discount to the consumer
- Supports Community Development Strategy outcomes

Disadvantages:

If providing water via a carrier was required:

- Resourcing and servicing of multiple water tankers is likely to be difficult, expensive and stretch resources
- Lack of local water carriers may leave consumers without water for periods. There are currently only two commercial registered water carriers within the district.
- Impact to the community through inconvenient access to water with additional impact to vulnerable people
- Potential high cost on supply consumers

Option 2

Council funds a resource to provide immediate support and full assessment of the private supply with the intent of taking ownership and management of the supply.

Advantages:

- Meets council's obligations under the Local Government Act
- Provides clarity and support for communities

Disadvantages:

- No funding has been included within the current Long Term Plan budgets
- Unlikely to be able to secure staff with the required level of knowledge, particularly during the water reform transition period
- There will be significant costs in upgrading small private supplies to meet the New Zealand Drinking water standards, and to enable these to be able to be efficiently operated using councils current operational contract resources.
- Stretching of contractor resources to include small supplies could impact on the compliance of the larger existing council supplies.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by supporting small communities to more cost effectively manage their own supplies until they are required to register in 2025.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes - Community Development Strategy 2021
Considerations as to sustainability, the environment and climate change impacts	The transportation of water through a carrier will have a negative impact on Council carbon emissions.
Risks Analysis	<ul style="list-style-type: none"> • Potential for Council to not fully meet obligations under the Local Government Act. • Costs that have not been funded for • Tankering water is likely to be an unpopular response to the provision of drinking water.
Significance, Consultation and Engagement (internal and external)	This decision does not trigger Council's significance and engagement threshold.


7. Next Steps

- Request information from private water suppliers who approach Council to initiate an assessment of the supply
- Provide notification to Taumata Arowai where required
- Communicate with effected supply consumers encourage them to self-manage and engage commercial water supply and treatment companies to support them until new water entities are established, or they are required to be registered in 2025.
- Advise private suppliers that request council take over their supplies that consultants will be engaged to undertake the required drinking water assessments, and these costs will be required to be met by the private supply.

8. Attachments

Nil

Report author:



Philippa Bain
Water Services Team Leader

27/06/2022

Reviewed and authorised by:



Julie Muir
Executive Manager - Infrastructure
Services and Water Reform Lead

28/06/2022

22.5.7 STATUS OF WATER STIMULUS WORK PROGRAMME

Doc ID: 585272

1. Purpose

To provide elected members with an update regarding the Water Stimulus Work Programme.

Recommendations

That the report be received.

2. Discussion

Council considered a report on 26 August 2020 to agree the work programme which would be undertaken using the Government's water stimulus funding. Central Otago District Council was provided an allocation of \$9.46 million in stimulus funding.

The priority for the stimulus funding was drinking water and wastewater investment, followed by stormwater. The funding was required to be applied to work that was not funded in Council's 202/21 Annual Plan. Expenditure needed to commence before 31 March 2021 and was required to be completed before 31 March 2022. Following the second national lockdown in 2021, the completion date was extended by three months to 30 June 2022.

Crown Infrastructure Partners has provided programme management and oversight of the water stimulus work programme for the Department of Internal Affairs. Quarterly reports have been required to be provided to Crown Infrastructure Partners, who also undertake site visits to monitor progress.

In August 2020 Council approved the following program of water stimulus projects up to the value of \$9.46 million:

- Separating Alexandra pump station and new Manuharekia river crossing.
- Cromwell pump station capacity and resilience upgrades.
- Falling water main replacements.
- Omakau water pressure upgrade.
- Flood protection of Roxburgh water treatment plant.
- Additional Alexandra water reservoir.
- Data collection.
- Additional staff to deliver the program.
- Regional work program contributions.

The Omakau water pressure upgrade was subsequently removed from the programme following further investigation into design of the new Omakau water treatment plant. This identified that the previously identified solution was unlikely to provide the environmental, cultural, and water security improvements that had been assumed.

Following a tender process, the new pipeline across the Manuharekia River was also removed from the programme. No tenders were received for this work due to the short

timeframe to complete the work, and high risk associated with working within the waterway. An alternative solution was developed which involves storage upgrades at two Alexandra pumpstations. The first of these projects was progressed instead of the piped river crossing, and work at the Wrightson pumpstation in the Linger and Die area is now nearing completion.

A contingency list of projects was also included in the original funding application to Crown Infrastructure Partners to enable pre-approved work to be brought into the programme to manage the risk of projects being delayed or deferred. This list was approved by Department of Internal Affairs as part of the original approval process which has made overall management of the programme more efficient and effective. The contingency projects were largely projects that were in later years of the Long-term Plan but could be brought forward quickly if required. The contingency projects were:

- Ripponvale Community Water Supply Upgrade.
- Generators for wastewater sites.
- Wastewater pumpstation flow meters.
- Naseby water supply clarifier.
- Wastewater influent and effluent monitoring.
- Wastewater treatment screens.
- Water valves upgrades and flow meters.

In November 2020, funding of \$300,000 was brought forward into the stimulus work programme to fund 50% of the work required on the Ripponvale water reticulation network.

All the remaining contingency projects have subsequently been progressed, except for the wastewater generator project. These were progressed to:

- Meet the difference in costs of work forecast to be delivered and the available stimulus funding.
- Provide back-up work to manage any risk of committed projects not being completed by 30 June due to delays in key materials.
- Provide back-up work to manage any risk of the actual cost at completion being less than the forecast cost at completion.

The contingency projects are all programmed in year 2 or 3 of the current Long-term Plan, and the budgets provided for these can be re-allocated to enable any outstanding, minor items of work from stimulus projects to be completed. If all work is completed by the 30 June 2022, and the cost exceeds the available stimulus funding, then the difference will be funded from a forecast underspend on the 2021/22 water and wastewater renewals programmes. This underspend will otherwise be carried forward to 2022/23.

On 31 May \$8,514,375 of stimulus funded work had been completed, with \$945,625 of stimulus budget remaining.

At the time of writing this report final claims for June were still to be received. Staff are confident that the final claim will meet the full value of the stimulus funding available. A verbal update on final claimed amounts on 30 June 2022, and the value of any outstanding work will be provided at the 6 July Council meeting.

The table below provides the expenditure by project on 31 May 2022.

Project	Expenditure to 31 May	Status
Request For Information	\$57,821	Complete
Regional Collaboration	\$52,304	Complete
Roxburgh Treatment Plant Scour Protection	\$162,303	Complete
Operational Improvements	\$821,073	Complete
Site Asset Data Collection	\$93,120	Complete
Cromwell Pumpstation Upgrades	\$666,113	Complete
Naseby Water Treatment Plant Upgrades and Clarifier	\$468,936	
Wastewater influent and effluent monitoring	\$276,528	Budgeted in Year 3 of LTP, brought into stimulus program to increase spend to match available funding
Ripponvale	\$275,166	
Falling Mains	\$1,844,266	
Alexandra Northern Reservoir	\$2,249,888	
Wrightsons Pumpstation Upgrade	\$1,025,480	
Wastewater Screens Materials only Naseby, Ranfurly, Roxburgh, Cromwell	\$367,586	Budgeted in Year 2 of LTP, brought into stimulus program to increase spend to match available funding
Water valves and flowmeters, and wastewater pumpstation flowmeters	\$153,791	Budgeted in Year 3 of LTP, brought into stimulus program to increase spend to match available funding
Total Spent to 31 May	\$8,514,375	
Total stimulus budget remaining June 2022	\$945,625	

3. Attachments

Nil

Report author:

Reviewed and authorised by:



Julie Muir
Executive Manager - Infrastructure Services and
Water Reform Lead
26/06/2022



Sanchia Jacobs
Chief Executive Officer
30/06/2022

22.5.8 WATER SERVICES CAPITAL WORKS PROGRAMME 2022-24**Doc ID: 585256****1. Purpose of Report**

To consider oversight of the Water Services (water, wastewater and stormwater) Capital Works Programme for 2022/23 and 2023/24.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Agrees that the capital funding plan for water services provided in the 2021 Long-term Plan and 2022/23 Annual Plan is to be fully spent on water services capital work prior to 30 June 2024.
- C. Agrees that projects which are programmed in 2024/25 and 2025/26 may be accelerated to fully spend the budgets approved in the 2021 Long-term Plan and 2022/23 Annual Plan.
- D. Authorises the Major Project Governance Group to provide oversight of the 2023/24 and 2024/25 Water Services capital work programme.
- E. Directs staff to provide the Entity D Transition Team with details of any projects that were programmed in the 2021 Long-term Plan that are deferred or not completed by 30 June 2024 for re-programming into the Entity D Asset Management Plan and Funding Plan.

2. Background

Council has approved budgets in the 2021 Long-term Plan, and 2021/22 Annual Plan for capital expenditure on renewals and specific improvement projects on water, wastewater, and stormwater assets.

These budgets are set based on the estimated cashflow each year required to fund these projects, which often span several years. Often actual expenditure on projects differs to the cashflow provided in the Long Term and Annual Plans. This is due to resourcing, issues that arise during investigation and design phases, supply chain issues, and consenting requirements.

Council manages these changes in cashflow requirements by approving carry forwards for work that is delayed, or alternatively approving increases in funding for increased costs.

Responsibility for the delivery of water services is expected to transfer from Council to a new Water Services Entity (Entity D) on 1 July 2024. It is expected that remaining balances in the water services cost centres, and any associated debt will also transfer to Entity D at this time.

3. Discussion

Due to the change in responsibility on 1 July 2024, it would be desirable for Council to have fully spent the capital funding that has been allocated in the 2021 Long-term Plan for water services work in the 2022/23 and 2023/24 period.

Staff have reviewed the 2021 Long-term Plan work programme and have identified projects which are unlikely to be completed during this period. It is likely that some projects that do proceed will not be fully completed by 30 June 2024 and will partially carry forward into 2024/25. Funding for this work will need to be provided in the 2024 Activity Management Plan, Infrastructure Strategy, and Funding and Pricing Plan prepared by Entity D.

Projects that have been funded from either carry forward of budgets from previous years, or in 2022-24 that may be delayed are water treatment upgrades at Omakau, Patearoa, and Ranfurly, and design of the Alexandra wastewater treatment plant upgrade. These projects are likely to have significant scope increases to meet environmental requirements. Business cases are currently being prepared for these projects which are considering different solutions to those initially proposed. These projects will be more complex and costly than initially assumed, and will not be able to be completed before June 2024. Work is now focussing on ensuring that robust information is available to hand over to Entity D to progress these projects.

Construction on the Cromwell water treatment upgrade is expected to commence within the next two years, but this may still be in progress on 30 June 2024. Completion of this may also transfer to Entity D.

Delays or deferral of work programmed in the 2021-24 period in the Long-term Plan would result in a lower level of capital expenditure for Council in this period. There are several projects in the 2024-26 period which could be accelerated to enable this funding to be spent prior to transition. These are:

Activity	Project	Amount
Water	Bannockburn Pipeline	\$1,000,000
Water	Cromwell Rising Main	\$2,200,000
Water	Water Demand Management (irrigation separation from treated supplies)	\$ 950,000
Water	Fencing, bypass tanks, and generators	\$1,150,000
Wastewater	Pumpstation storage upgrades	\$3,610,000
Wastewater	Ranfurly sludge drying bed improvements	\$200,000

4. Financial Considerations

These will be no financial impacts as work will only be accelerated if required to balance forecast under expenditure on existing budgets due to programmed work being delayed, or if actual costs are lower than budgets.

5. Options

Option 1 – (Recommended)

All capital funding that has been provided for Water Services capital work in Years 1-3 of the 2021-2031 Long-term Plan is spent prior to transition occurring on 30 June 2024. Accelerate work programmed in 2024-26 of the 2021-2031 Long-term Plan where necessary up to the total approved funding provided for 2022/23 and 2023/24.

Business case preparation, and options investigation is undertaken for currently programmed projects that cannot be completed due to significant scope change due to environmental considerations.

Operational oversight of the Water Services capital work program be provided by the Major Projects Governance Group

Advantages:

- Ensures that all funding that has been provided by the Central Otago District ratepayers and developers in the 2021 Long-term Plan is spent on projects that have been previously identified as being of benefit to the Central Otago community prior to transition on 30 June 2024.
- Ensures that projects required to meet environmental and growth needs are progressed where possible.
- Provides robust information to support increased future expenditure to meet the domestic water supply needs for communities in the Manuharekia catchment, and in the Mānīatoto, and for alternative discharge options for Alexandra/Clyde and Omakau wastewater networks. Compliance with New Zealand Drinking Water Standards and resource consent requirements is likely to be a high priority for the new water entities. The projects which have been delayed due to scope change are expected to continue to be a high priority for investment by Entity D
- Debt funding planned in the 2021 Long-term Plan and 2022 Annual Plan will be transferred to Entity D on 1 July 2024.

Disadvantages:

- Less debt and potential positive balances will transfer to Entity D on 1 July 2024.

Option 2

Do not accelerate projects where delays or deferral of planned projects occurs.

Advantages:

- Less debt will transfer to Entity D on 1 July 2024.

Disadvantages:

- Funding that has been provided for capital work in the 2021 Long-term Plan and 2022 Annual Plan may not be spent prior to transition on 1 July 2024.
- Projects to meet growth and capacity requirements will not progress as early as they could.
- Entity D may have different priorities for investment resulting in these projects being delayed.
- Potential positive balances for some activities will transfer to Entity D on 1 July 2024.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic, and environmental wellbeing of communities, in the present and for the future by ensuring that the funding identified as being required, and provided for investment in water services in Central Otago continues to be spent during the transition period.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes – this decision is consistent with the funding provided in the 2021 Long Term Plan and 2022 Annual Plan, and progresses projects already identified in these plans.
Considerations as to sustainability, the environment and climate change impacts	The projects that may be accelerated will result in improved water demand management, and improved environmental outcomes by reducing risk of wastewater overflows to waterways.
Risks Analysis	Oversight will be provided by the Major Projects Governance Group, with reporting to the Audit and Risk Committee.
Significance, Consultation and Engagement (internal and external)	This decision does not trigger Council's significance and engagement threshold.

7. Next Steps

Council staff will continue to manage the capital works program with oversight from the Major Projects Group, with regular reporting to the Audit and Risk Committee.

8. Attachments

Nil

Report author:

Reviewed and authorised by:




Julie Muir
Executive Manager - Infrastructure Services and Water Reform Lead
28/06/2022

Sanchia Jacobs
Chief Executive Officer
30/06/2022

22.5.9 ALEXANDRA LIBRARY RENOVATION PROJECT

Doc ID: 584112

1. Purpose of Report

To consider ratifying the Vincent Community Board's resolution concerning the Library Renovation Project.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the Alexandra Library Renovation Project concept plan on the condition that the Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.
- C. Approves Council staff to progress the concept plan through the detailed design, construction partner, and construction quotes project phases while awaiting the outcome of the Three Waters Better Off Support Package application.
- D. Agrees that if the funding application to the Three Waters Better Off Support Package is not successful, the concept plan is not approved. Council staff to progress with a cosmetic upgrade budgeted for.

2. Background

The Alexandra Library (the Library) is located within a Council building at 41 Tarbert Street. A project plan to renovate the Library was approved in August 2021.

The library activity for the region is district-funded. However, under the Register of Delegations 2021, *“Community Boards will be asked to advise Council in relation to the provision of library services within their ward(s).”*

The Vincent Community Board (the Board), at their meeting on 13 June 2022, considered the concept design and made the following resolution.

- A. *Receives the report and accepts the level of significance.*
- B. *Recommends to Council to approve the Alexandra Library Renovation Project concept plan on the condition that Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.*
- C. *Recommends to Council that if the funding application to the Three Waters Better Off Support Package is not successful, the concept plan is not approved. Council staff to progress with a cosmetic upgrade budgeted for.*

See appendix 1 for a copy of the report to the Board.

3. Discussion

Concept Design

Through the project planning stage, it was identified that a change of scope would deliver a more fit for purpose environment. Additional items to be included were internal toilets, a separate staff room, and double glazing.

See **appendix 1** for the concept plan.

When the project team considered the concept plan, the group paid particular attention to ensuring that the design provided flexibility within the current building and if the Library moved. For example, if the Library moves, the library furniture can be relocated, and the fixtures that remain are attractive to a new commercial tenant.

4. Financial Considerations

Estimated Construction Costs

At the end of the concept design phase, the estimated project cost is \$1,035,000. There are several reasons why this project's cost has escalated higher than the budget.

A significant cost component of this concept design is the addition of internal toilets and a separate staff room (which were beyond the initial 2015/16 budget scope). The public toilets are currently external to the Library in Thompson Street, and the staffroom is a basic kitchenette at the end of the work/office area. In the 2016 public survey asking what the public would like to see in the upcoming refurbishment and within the 2018 Central Stories Feasibility Study, a key outcome the public wanted was a toilet within the library building. In addition, feedback from library staff identified a lack of an adequate kitchen and separate staffroom was vital to improving their working environment.

A 30% contingency has been allowed for because of the current volatile conditions of the construction market due to the pandemic and given this cost estimate is at the concept design phase of the project.

Another financial consideration is that 2015 \$330,000 budget set for the Library refurbishment has not increased in line with inflation. If the budget were adjusted for inflation using the Consumer Price Index, the budget would be \$480,000.

The Three Water Better Off Funding

As per the resolution above the Board recommendeds to Council that the additional funding of \$611,500 is funded externally by Tranche 1 of the Three Waters Better Off Support Package (the Better Off Package). If the funding application to the Three Waters Better Off Support Package is not successful, the concept plan is not approved. Council staff to progress with a cosmetic upgrade budgeted for.

The Three Waters Better Off Support Package:

- An investment by the Crown into the future for local government and community wellbeing; and
- In recognition of the significance to the local government sector (and the communities they serve) of the transfer of responsibility for water service delivery.

The use of this funding supports councils to transition to their new role post-reform through meeting some or all of the following criteria, as laid out in the Heads of Agreement:

- Supporting communities to transition to a sustainable and low-emissions economy, including by building resilience to climate change and natural hazards.

- Delivery of infrastructure and/or services that support local place-making and improvements in community wellbeing.
- Delivery of infrastructure and/or services that enable housing development and growth, with a focus on brownfield and infill development opportunities where those are available.

Funding proposals must be for:

- new initiatives/projects; and/or
- to accelerate, scale-up and/or enhance the quality of planned investment

Central Otago District Council will receive \$12.84 million from the Better Off Package. This funding is allocated in two tranches.

Tranche 1	\$3.21 million	Applications submitted before 30 September 2022.	Funding will be available when the application is approved. Estimated to be one month.
Tranche 2	\$9.63 million	Applications date to be advised.	Funding will be available after 1 July 2024.

A report recommending projects for inclusion in the tranche one funding submission will be provided to Council for consideration at the July Council meeting.

Project Programme

Due to the pandemic, the project is currently running approximately 3 months behind schedule. To avoid further project delays, it is prudent for the Council to consider whether to approve the project's progress while the funding application is processed.

The submissions for Tranche 1 funding are due before 30 September, and the decision is estimated to take one month.

When consulting with the Library staff, a construction start date in February would be ideal. However, this construction start date is only achievable if the project progresses while processing the funding application.

The project stages which can be progressed while the funding application is in progress are:

- Stage 4 – Construction partner.
- Stage 5 – Detailed design.
- Stage 6 – Construction quoted.

The estimated time for these three stages is four and a half months. The design cost to progress these three stages is \$27,100.

If the project progresses but the funding is not approved, the risk to the Council is that some of the design work paid for will not be utilised.

Projects funded by the Three Water Better Off Support Package must be completed on or before 30 June 2027. This deadline will be achieved regardless of whether or not the project is progressing while the outcome of the funding application is determined.

5. Options

Option 1 – (Recommended)

Council approves the Alexandra Library Renovation Project concept plan on the condition that Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.

If the funding application is unsuccessful agree to progress with a cosmetic upgrade only of repaint, recarpet, and shelving within budget.

Advantages:

- Supports the Board's recommendation.
- The concept plan allows for an increased level of service, which is widely expected from library users and staff.
- Toilet facilities within the Library are achieved. This improves all visitor's safety and security as they do not need to exit the building to go to the toilet.
- Improvement of staff morale as working conditions improve.
- The increased level of service will help activate Tarbert Street.
- The potential future relocation of the Library is factored into the design. Fittings can be reused and building improvements will help to attract prospective commercial tenants.
- The Tarbert Street building is brought up to current building standards. For example, fire and accessibility standards.
- If external funding is declined, the project's scope is reduced to being within budget only.

Disadvantages:

- None.

Option 2

To not approve the concept plan and instruct staff to proceed with a cosmetic upgrade only of repaint, recarpet, and new shelving to be within budget.

Advantages:

- No additional funding is required.

Disadvantages:

- Does not support the Board's recommendation.
- This option does not take advantage of the opportunity to secure additional external funding to increase the level of service, which is widely expected from library users and staff.
- Outcomes of the Central Otago District Council's Sustainability Strategy 2019-2024 will not be achieved.

- Minimum cosmetic upgrade only achieved.
- Minimum improvement to the level of service for library users and staff.
- Minimum improvement to the activation of Tarbert Street.
- Minimum improvement to staff morale.
- Toilet within the Library not achieved.
- The Tarbert Street building will not be brought up to current building standards as building consent will not be required.

Option 3

To not approve the concept plan or the cosmetic upgrade, the project goes back on hold.

Advantages:

- No additional funding is required.
- The remaining budget is unspent.

Disadvantages:

- Does not support the Boards recommendation.
- Library refurbishment will continue to be on hold.
- The current lower level of service remains for library users and staff.
- The environment staff is currently working in is not fit for purpose.
- Toilet facilities within the Library are not achieved.
- This option does not help activate Tarbert Street.
- The Tarbert Street building is not brought up to current building standards.

Option 4 – (Recommended)

Approves Council staff to progress the concept plan through the detailed design, construction partner, and construction quotes project phases while awaiting the outcome of the funding application to the Three Water Better Off Support Package.

Advantages:

- The project can progress without delay.
- Construction can potentially occur from February, which the Library staff has directed to be the best time of year for the construction to occur.

Disadvantages:

- If the project progresses, but the funding is not approved, the risk to the Council is that some of the design work paid for will not be utilised.
- The risk is that the \$27,100 spent on design work is not entirely required.

Option 5

Do not approve Council staff to progress the project until the outcome of the funding application to the Three Water Better Off Support Package is known.

Advantages:

- Potential savings of up to \$27,100 in design costs if the funding is not approved.

Disadvantages:

- The project will incur a further four-month delay while awaiting the funding decision.
- The construction period will be outside that which the Library staff recommends.

6. Compliance

Local Government Act 2002 Purpose Provisions	<p>This decision promotes the social, cultural, economic, and environmental wellbeing of communities in the present and the future by approving and providing funding for the proposed concept design for the Alexandra Library Refurbishment.</p> <p>This concept design caters to an increased level of service, which is expected from a modern library.</p> <p>The design future proofs the building to be attractive to a new commercial tenant if the Library was to move and also provides economic activation of the surrounding area.</p> <p>The concept design includes charging stations for electric bikes and double glazing to improve the community's energy consumption.</p>
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes, this decision gives effect to the Council's Register of Delegations 2021, the Long-term Plan 2021/31, and the Sustainability Strategy 2019-2024.
Considerations as to sustainability, the environment and climate change impacts	The concept design factors in a charging station for electric bikes and double glazing to improve the community's energy consumption.
Risks Analysis	<p>The contractor will manage the health and safety requirements of construction. If a do-minimal or do-nothing option is selected, there is a risk of declining staff morale and user satisfaction.</p> <p>The risk when considering whether to progress the project while awaiting the funding decision is outlined in the discussion above.</p>
Significance, Consultation and Engagement (internal and external)	None of the thresholds/criteria in the Significance and Engagement Policy have been met or exceeded, so the proposal is not considered significant.

7. Next Steps

- The funding application is made.
- Project Stage 4 – Construction Partner is completed.
- Project Stage 5 – Detailed Design is completed.
- Project Stage 6 – Construction Quoted is completed.
- The results of the funding application are known.

- Project progress as per the resolution.

8. Attachments

Appendix 1 - Vincent Community Board Report (13 June 2022) [↓](#)

Report author:

Reviewed and authorised by:



Christina Martin

Louise van der Voort

Property and Facilities Officer (Vincent and Teviot Valley)

Executive Manager - Planning and Environment

21/06/2022

23/06/2022

13 June 2022



5 REPORTS

22.4.2 ALEXANDRA LIBRARY RENOVATION PROJECT

Doc ID: 576595

1. Purpose of Report

To consider the concept plan and recommend to Council that the additional budget required to proceed with the Alexandra Library Renovation Project is funded externally by the Three Waters Better Off Support Package.

Recommendations

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Recommends to Council to approve the Alexandra Library Renovation Project concept plan on the condition that Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.
- C. Recommends to Council that if the funding application to the Three Waters Better Off Support Package is not successful, the concept plan is not approved. Council staff to progress with a cosmetic upgrade budgeted for.

2. Background

The Alexandra Library (the Library) is located within a Council building at 41 Tarbert Street.

A \$330,000 budget to refurbish the Library was included in the Annual Plan 2015/16. This refurbishment was put on hold, and the budget was carried forward while the Council investigated an option to move the Library into the Central Stories building. As the library activity is a district activity, this budget is district-funded.

In addition, a \$93,500 budget to cover a basic building upgrade to the library area was included in year one of the Long-term Plan 2021/31. This work's scope included new flooring, interior painting, upgrade to LED lighting, and installation of extra power points. As this building is a ward asset, this budget is ward-funded.

During the 2021-2023 Long Term Plan discussions, no amendments were made to the Library Refurbishment Project.

The project plan was approved in August 2021 by the People and Culture Executive Manager (who oversees libraries). The Plan states the project goal and success criteria as follows:

Project Goal

This aim of this project is to create a space that provides for the traditional and evolving role of library services That offer a flexible space for the community to use to come together to connect and improve their social well-being.

Item 22.4.2 - Report author: Property and Facilities Officer (Vincent and Teviot Valley)

Page 16

Vincent Community Board meeting Agenda

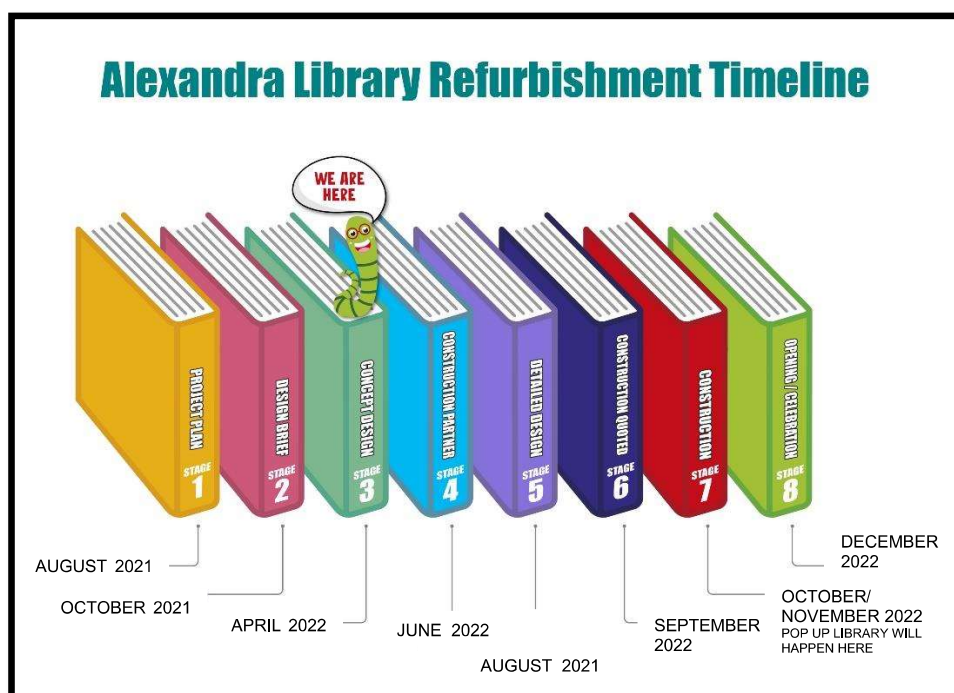
13 June 2022

The refurbishment must however allow for the possibility of the library shifting to a new location if required in the future. Furniture must be easily transportable and reusable, and any refurbishment of the of the building to be attractive to other commercial tenants.

Success Criteria

- The library is refurbished to provide a welcoming, modern, fun, comfortable and flexible space for the community's enjoyment.
- The refurbishment is completed by the end of 2022.
- The refurbishment is completed within budget.
- 80% of the Alexandra library staff agree that the refurbishment resulted in an improved place of work. This statistic is to be obtained by way of a confidential survey completed after one month of reopening.
- 80% of users feel either neutral or positive towards the refurbishment result. This statistic can be obtained over the first months use by way of a simple tablet survey at the front door with a choice of three smile faces, happy, neutral, and sad.
- The Alexandra Library entry and circulation statistics increase over the first three months of reopening when comparing the statistic to the same period last year.

The Council's communication team provided an update to the public via the Council's Facebook and website. The following is an extract of the graphic used to depict a high-level view of the timeline for the project.



The project is currently at the end of the concept design stage. At the end of this stage, the project team has approved the concept design, and the design is ready for consideration by the Community Board and then the Council.

3. Discussion

Concept Design Approval

The library activity for the region is district-funded. However, under the Register of Delegations 2021, *“Community Boards will be asked to advise Council in relation to the provision of library services within their ward(s).”*

Therefore, the concept plan will be considered by the Vincent Community Board (the Board) for consideration, and the Board will make a recommendation to Council.

See **appendix 1** for the concept plan.

When the project team considered the concept plan, the group paid particular attention to ensuring that the design provided flexibility within the current building and if the Library moved. For example, if the Library moves, the library furniture can be relocated, and the fixtures that remain are attractive to a new commercial tenant.

Updated Programme

Due to the pandemic, the project is currently running approximately 3 months behind schedule. The Council's communication team will update the public after the Board considers this report.

Continuity of Library Services During Construction

Construction at this point is programmed to be three months. To continue to provide library services to the ward, the opening hours of the Clyde Library will be increased, and a pop-up library will operate out of the Alexandra Community Centre.

Project Scope

Through the project planning stage, it was identified that a change of scope would deliver a more fit for purpose environment. Additional items to be included were internal toilets, a separate staff room, and double glazing.

4. Financial Considerations

Estimated Construction Costs

At the end of the concept design phase, the estimated project cost is \$1,035,000. There are several reasons why this project's cost has escalated higher than the budget.

A significant cost component of this concept design is the addition of internal toilets and a separate staff room (which were beyond the initial 2015/16 budget scope). The public toilets are currently external to the Library in Thompson Street, and the staffroom is a basic kitchenette at the end of the work/office area. In the 2016 public survey asking what the public would like to see in the upcoming refurbishment and within the 2018 Central Stories Feasibility Study, a key outcome the public wanted was a toilet within the library building. In addition, feedback from library staff identified a lack of an adequate kitchen and separate staffroom was vital to improving their working environment.

A 30% contingency has been allowed for because of the current volatile conditions of the construction market due to the pandemic and given this cost estimate is at the concept design phase of the project.

Another financial consideration is that 2015 \$330,000 budget set for the Library refurbishment has not increased in line with inflation. If the budget were adjusted for inflation using the Consumer Price Index, the budget would be \$480,000.

Additional Funding

Vincent Community Board meeting Agenda

13 June 2022

It is proposed that the additional funding of \$611,500 is funded externally by the Three Waters Better Off Support Package (the Better Off Package).

The Three Waters Better Off Support Package:

- An investment by the Crown into the future for local government and community wellbeing; and
- In recognition of the significance to the local government sector (and the communities they serve) of the transfer of responsibility for water service delivery.

The use of this funding supports councils to transition to their new role post-reform through meeting some or all of the following criteria, as laid out in the Heads of Agreement:

- Supporting communities to transition to a sustainable and low-emissions economy, including by building resilience to climate change and natural hazards.
- Delivery of infrastructure and/or services that support local place-making and improvements in community wellbeing.
- Delivery of infrastructure and/or services that enable housing development and growth, with a focus on brownfield and infill development opportunities where those are available.

Funding proposals must be for:

- new initiatives/projects; and/or
- to accelerate, scale-up and/or enhance the quality of planned investment

Central Otago District Council will receive \$12.84 million from the Better Off Package. This funding is allocated in two tranches. The duration of the expenditure programme must be on or before 30 June 2027.

Tranche 1	\$3.21 million	Applications submitted before 30 September 2022.	Funding will be available when the application is approved. Estimated to be one month.
Tranche 2	\$9.63 million	Applications date to be advised.	Funding will be available after 1 July 2024.

A report recommending projects for inclusion in the tranche one funding submission will be provided to Council for consideration at the July Council meeting.

5. Options

Option 1 – (Recommended)

The Board recommends that Council approve the Alexandra Library Renovation Project concept plan on the condition that Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.

If the funding application is unsuccessful agree to progress with a cosmetic upgrade only of repaint, recarpet, and shelving within budget.

Advantages:

- The concept plan allows for an increased level of service, which is widely expected from library users and staff.
- Toilet facilities within the Library are achieved. This improves all visitor's safety and security as they do not need to exit the building to go to the toilet.
- Improvement of staff morale as working conditions improve.

Vincent Community Board meeting Agenda

13 June 2022

- The increased level of service will help activate Tarbert Street.
- The potential future relocation of the Library is factored into the design. Fittings can be reused and building improvements will help to attract prospective commercial tenants.
- The Tarbert Street building is brought up to current building standards. For example, fire and accessibility standards.
- If external funding is declined, the project's scope is reduced to being within budget only.

Disadvantages:

- None.

Option 2

To not approve the concept plan and instruct staff to proceed with a cosmetic upgrade only of repaint, recarpet, and new shelving to be within budget.

Advantages:

- No additional funding is required.

Disadvantages:

- This option does not take advantage of the opportunity to secure additional external funding to increase the level of service, which is widely expected from library users and staff.
- Outcomes of the Central Otago District Council's Sustainability Strategy 2019-2024 will not be achieved.
- Minimum cosmetic upgrade only achieved.
- Minimum improvement to the level of service for library users and staff.
- Minimum improvement to the activation of Tarbert Street.
- Minimum improvement to staff morale.
- Toilet within the Library not achieved.
- The Tarbert Street building will not be brought up to current building standards as building consent will not be required.

Option 3

To not approve the concept plan or the cosmetic upgrade, the project goes back on hold.

Advantages:

- No additional funding is required.
- The remaining budget is unspent.

Disadvantages:

- Library refurbishment will continue to be on hold.
- The current lower level of service remains for library users and staff.
- The environment staff is currently working in is not fit for purpose.
- Toilet facilities within the Library are not achieved.
- This option does not help activate Tarbert Street.
- The Tarbert Street building is not brought up to current building standards.

6. Compliance

Local Government Act 2002 Purpose Provisions	<p>This decision promotes the social, cultural, economic, and environmental wellbeing of communities in the present and the future by approving and providing funding for the proposed concept design for the Alexandra Library Refurbishment.</p> <p>This concept design caters to an increased level of service, which is expected from a modern library.</p> <p>The design future proofs the building to be attractive to a new commercial tenant if the Library was to move and also provides economic activation of the surrounding area.</p> <p>The concept design includes charging stations for electric bikes and double glazing to improve the community's energy consumption.</p>
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes, this decision gives effect to the Council's Register of Delegations 2021, the Long-term Plan 2021/31, and the Sustainability Strategy 2019-2024.
Considerations as to sustainability, the environment and climate change impacts	The concept design factors in a charging station for electric bikes and double glazing to improve the community's energy consumption.
Risks Analysis	<p>The contractor will manage the health and safety requirements of construction.</p> <p>If a do-minimal or do-nothing option is selected, there is a risk of declining staff morale and user satisfaction.</p>
Significance, Consultation, and Engagement (internal and external)	None of the thresholds/criteria in the Significance and Engagement Policy have been met or exceeded, so the proposal is not considered significant.

7. Next Steps

- Community update provided.
- Report to Council.

8. Attachments

Appendix 1 - The Alexandra Library Concept Plan [↓](#)

Vincent Community Board meeting Agenda

13 June 2022

Report author:

Reviewed and authorised by:



Christina Martin
Property and Facilities Officer (Vincent and Teviot Valley)
30/05/2022



Louise van der Voort
Executive Manager - Planning and Environment
01/06/2022

Project Address:

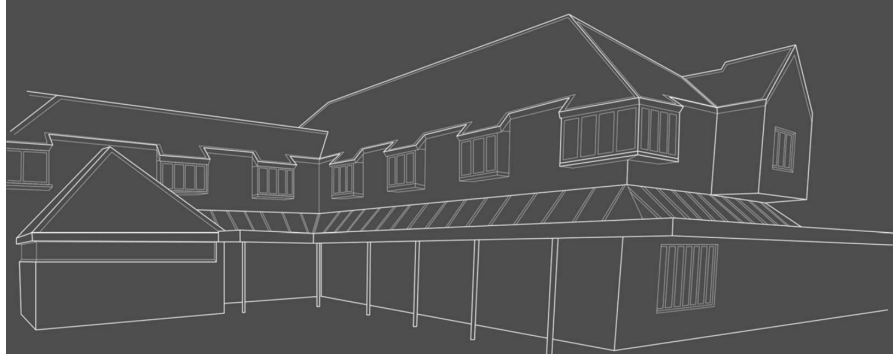
41 Tarbert Street
Alexandra, 9320
Central Otago, NZ

Client:

Central Otago District Council
William Fraser Building
1 Dunorling Street, Alexandra

Architect:

Architects Plus Limited
Unit 3a 303 Blenheim Road
Christchurch, 8041



Alexandra Library Refurbishment Project

CONCEPT PACKAGE V6

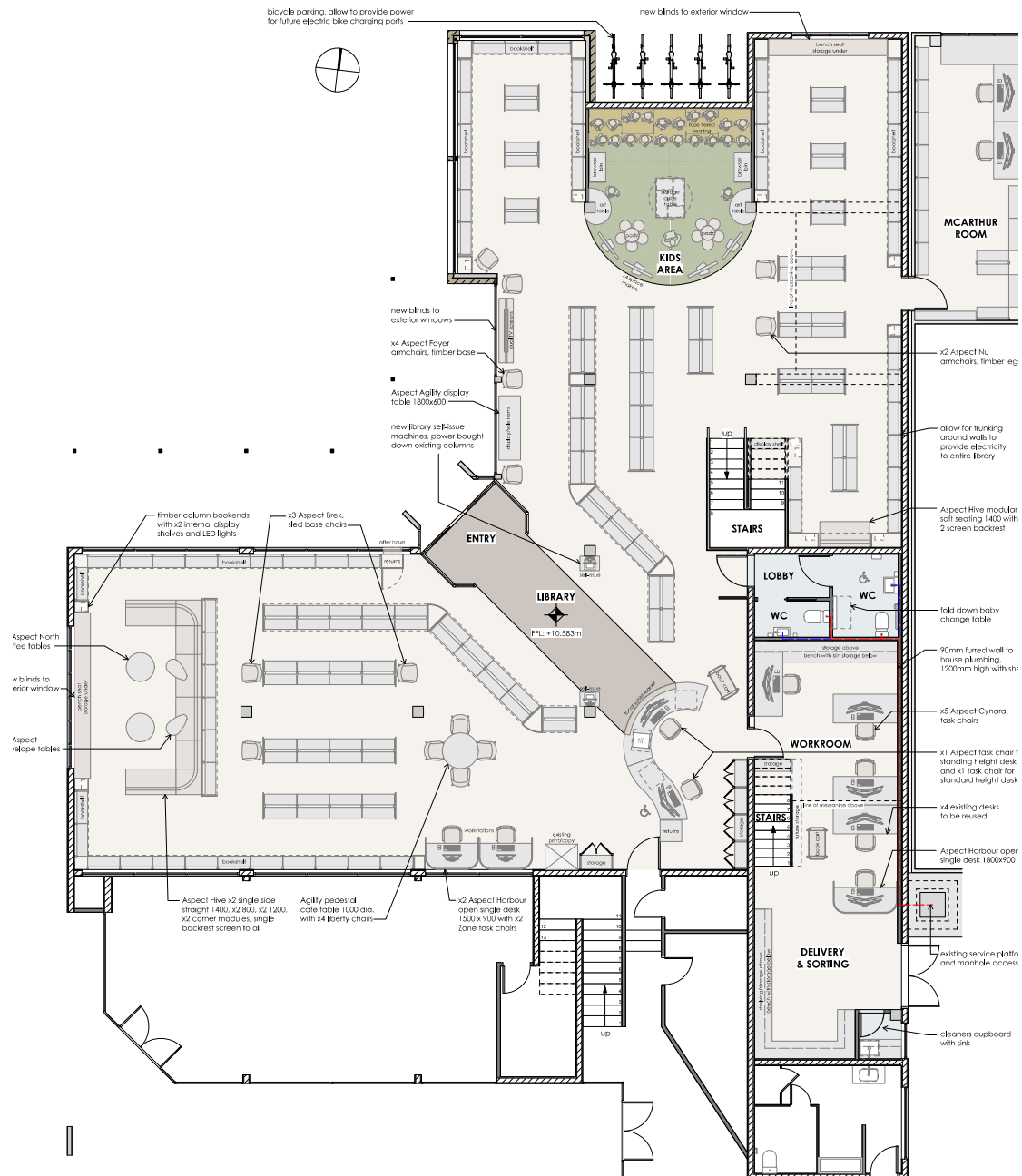
December, 2021

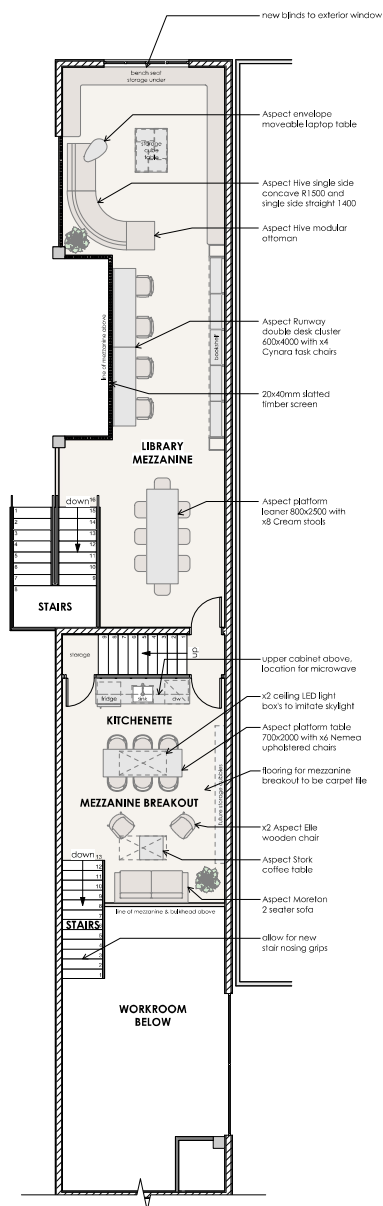
1.0

Floor Plans



1.1 Proposed Floor Plan

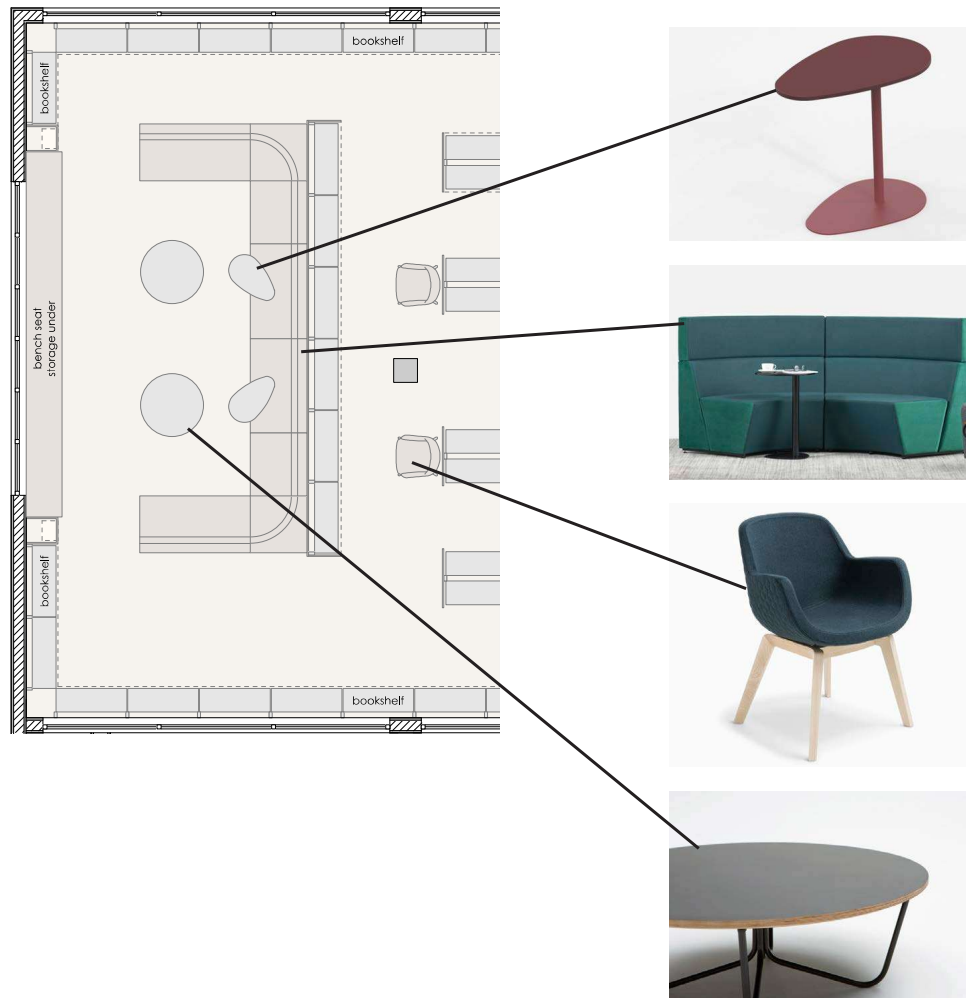




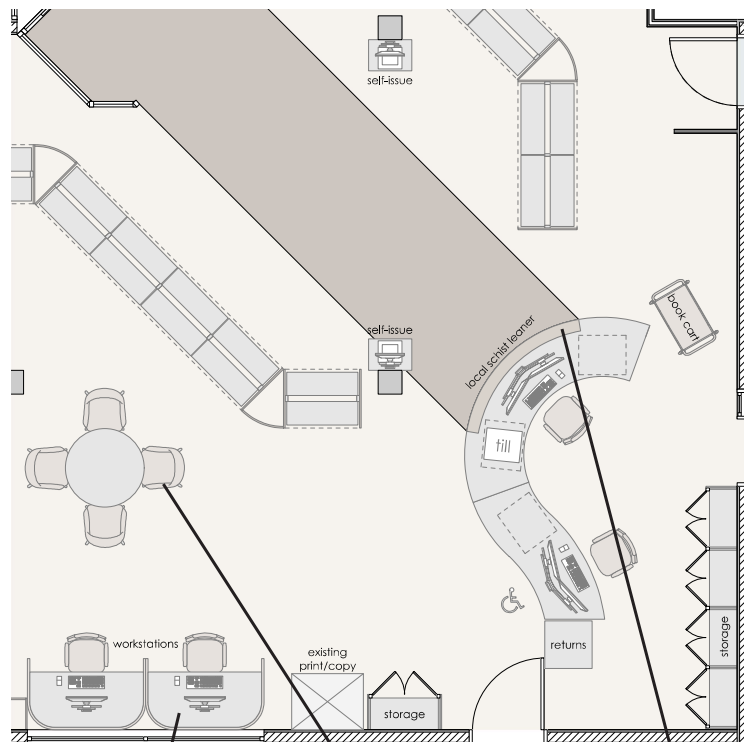
1.2 Childrens Area Options



1.3 Permanent Event Space



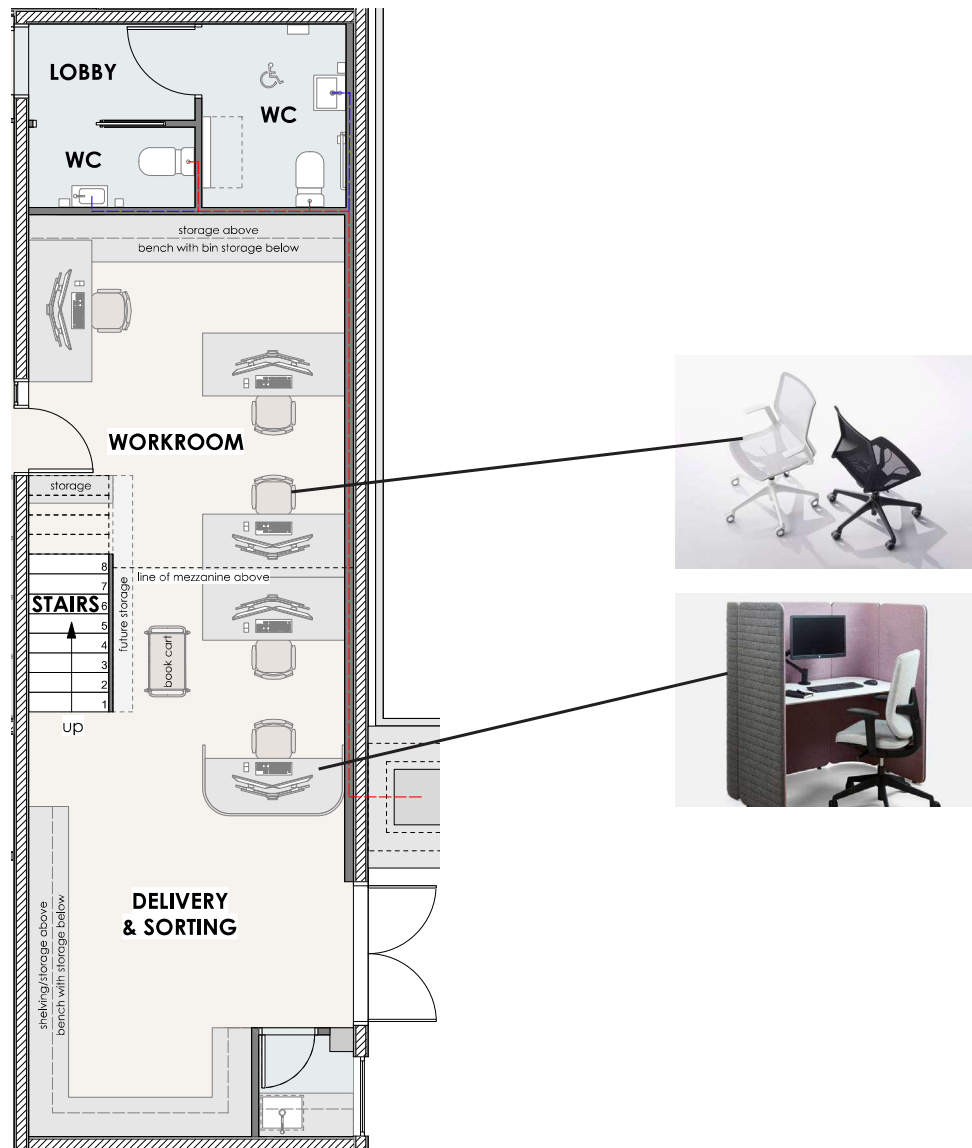
1.4 Workstations and Quiet Area



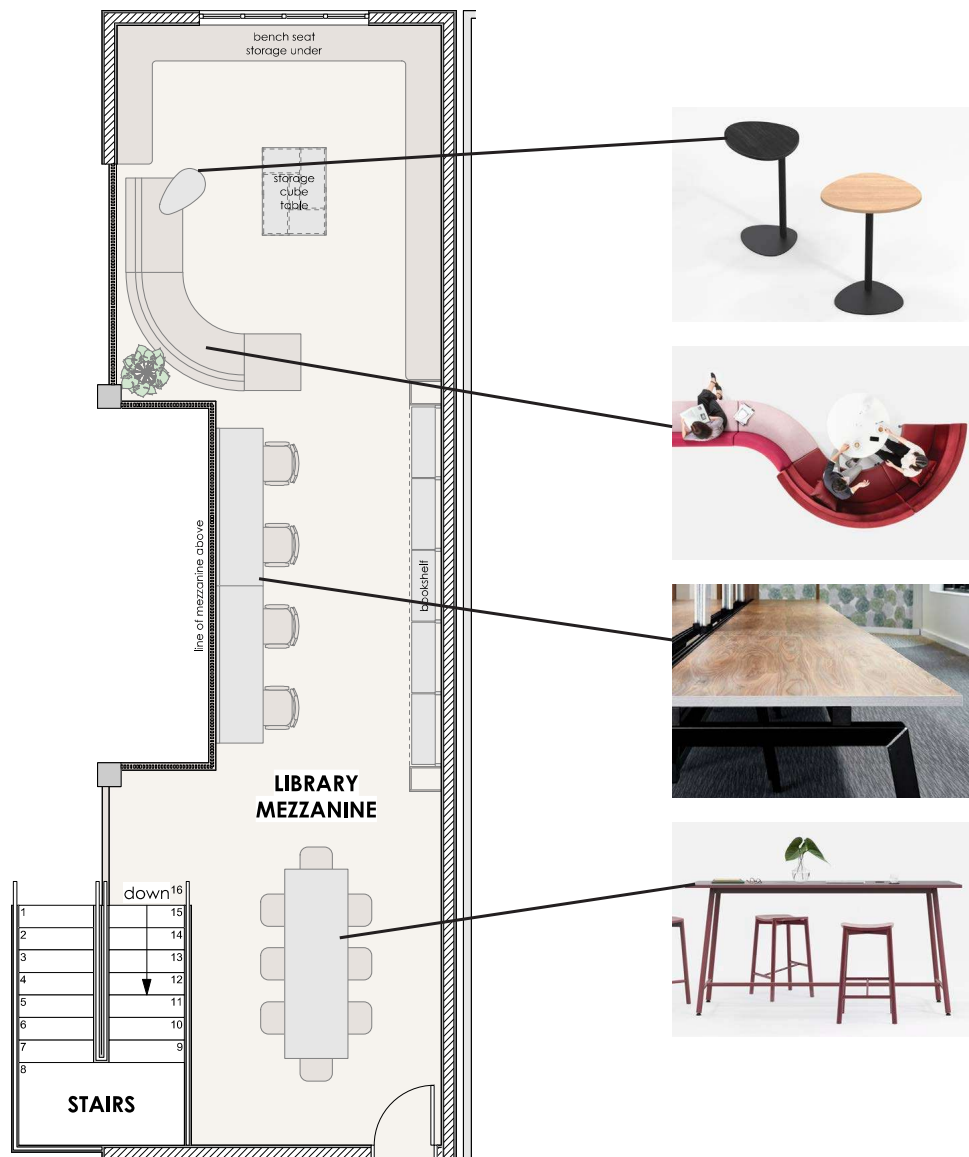
1.5 Office Mezzanine



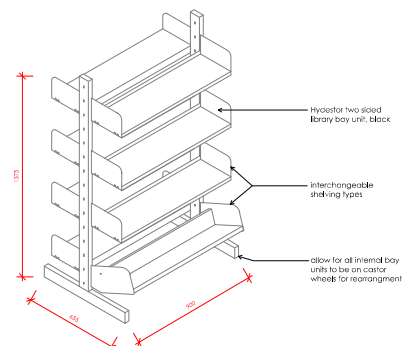
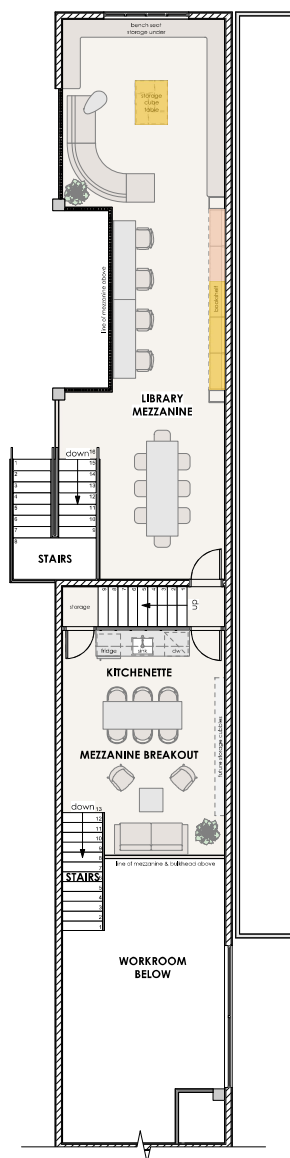
1.6 Office Space Options



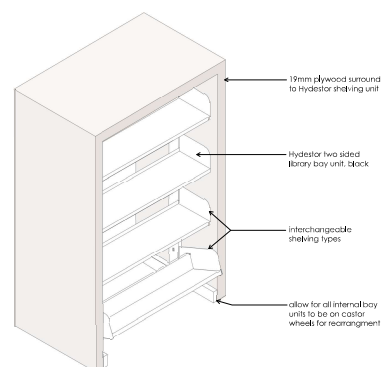
1.7 Library Mezzanine



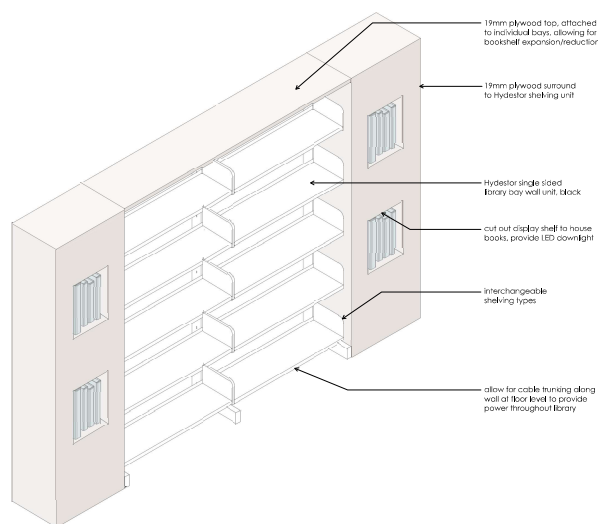
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Internal shelving without timber surround



Internal shelving with timber surround



Wall shelving with timber surround

22.5.10 COMMUNITY LEASING AND LICENSING POLICY REVIEW

Doc ID: 583591

1. Purpose of Report

To consider adjustments to the Community Leasing and Licensing Policy.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Adopts the revised Community Leasing and Licensing Policy.
-

2. Background

The Community Leasing and Licensing Policy became operational in February 2021 (Resolution 21.1.3).

The intention of the policy is to provide a fair, clear, consistent, and equitable framework for community leases and licences of council-owned property and facilities to eligible community groups.

3. Discussion

A review of the policy was undertaken after one year in operation. The aim of the review was to identify and address any issues or challenges that have been identified through the practical application of the policy.

The following areas for adjustment were identified through this process:

- Subscription fees
- Groups with no membership but commercial gains
- Simplifying the process for an adjacent landowner seeking a licence to occupy
- Some text changes to clarify information, including amending definition of 'affiliation fees' to clarify these can be paid both by and to a particular group.

It was also noted that there had been instances of decision making under the Community Leasing and Licensing Policy that did not comply with other Council policies, including Reserve Management Plans. Further work will be undertaken outside of this policy review to ensure clear advice is provided to members on these conflicts to minimise examples in the future.

Subscription fees

Community leases and licences are offered at a concessional rate, set significantly below potential market rent.

This significantly reduced rate enables Council to support community groups, and aids in achieving Council's community outcomes.

The difference between the concessional rate charged and standard market rent is effectively a subsidy provided by Council to enable these vital community functions.

There are, however, significant costs associated with the properties. These costs are offset by the concessional rate charged.

The concessional rate is calculated as an annual rental of 2.5% of income less any affiliation fees paid by the group or club. As a percentage of income, the fee is only charged when groups are receiving income.

The policy used 'subscription fees' to define income. This has led to confusion, with discussion what types of 'income' are considered 'subscription fees'.

There have been groups classifying income under various brackets, including: facility entry, facility hire (in whole or in part), income from events and tournaments, and other similar fees.

The review has found the term 'subscription fees' could be amended to provide clarity. Rather than calculating 'subscriptions' the policy now defines 'income' derived from use of the facility by the group.

Groups with no membership but commercial gains

The previous definition of 'subscription fees' effectively meant groups without members were not charged any fees for use of the facility – as they did not have any 'subscriptions'. The adjustment to the definition of income allows the policy to be applied fairly across all community lease and licence holders.

Simplified process for minor leases

Through the operation of the policy, staff have identified a small number of instances where a different process for minor leases may be beneficial.

This should be limited to adjacent landowners who lease land from Council for a fee and maintain it, in return for grazing space or other such uses.

These are mutually beneficial arrangements where the maintenance costs would otherwise need to be met by Council.

A simplified process has been introduced in the policy for these circumstances only - when it remains beneficial to the public interest to do so.

Community Board feedback

A series of workshops were held with the Teviot Valley, Cromwell, and Maniototo Community Boards. A memo was sent to the Vincent Community Board seeking feedback.

Feedback in these workshops was generally supportive of the changes, indicating a preference for simplicity in the application of the policy. Feedback prioritised treating community groups fairly and ensuring they were not unfairly disadvantaged by the updates.

Following the workshops, decisions under the policy were taken to both the Teviot Valley and Cromwell Community Boards. Concerns were raised around the equitability of the policy when groups are investing money or volunteer time. An additional clause has been added to the revised policy to address these concerns.

4. Financial Considerations

There is a potential minor increase in fees received by Council due to a small number of groups who have no members/subscriptions but generate an income. The review has sought to increase the fairness of settings and address confusion, it has not sought to increase revenue.

Although outside scope for the current review, any major changes to the way fees are set would have a financial impact as Council provide a significant investment into the community through the Community Leasing and Licensing programme.

5. Options

Option 1 – (Recommended)

Approve the revised Community Leasing and Licensing Policy for a further three-year period.

Advantages:

- Operational issues identified through practical application are addressed
- Information is clarified for community groups in question, including the way fees are calculated
- Minor adjustments to the fee calculation portion of the policy will increase fairness

Disadvantages:

- The adjustment to the subscription/income definition will result in charges for a small number groups with no members who derive an income through the use of a council facility. Although increasing fairness overall, this will be seen as a disadvantage by the groups involved.

Option 2

Do not approve the revised Community Leasing and Licensing Policy. The previous policy will remain in operation.

Advantages:

- The new policy brings consistency with charges for the previously exempt small number of groups with no members who receive an income from the use of a facility. These groups may see advantages with the previous policy settings.

Disadvantages:

- Fee settings have reduced fairness
- Fee settings have reduced clarity
- Operational issues identified through the practical application of the policy are not addressed

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic, and environmental wellbeing of communities, in the present and for the future by ensuring a robust and fair process is in place to enhance community outcomes through the operation of the Community Leasing and Licensing Policy. It includes assessment criteria that seek to enhance all four well-beings.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes
Considerations as to sustainability, the environment and climate change impacts	No specific considerations. The assessment criteria include considerations of the environmental impact of any lease or licence.
Risks Analysis	No risks identified.
Significance, Consultation and Engagement (internal and external)	Consultation was undertaken in 2020 on the policy. Further consultation is not required as the decision making through the review seeks to tighten the definitions consulted on through this process, rather than introduce new ones.

7. Next Steps

If approved, the new policy will be updated on our website and to all lease and licence holders. It will continue to apply to replace other historic agreements as they are renewed.

It will be reviewed after three years.

If not approved, the existing policy will remain in place until February 2024.

8. Attachments

Appendix 1 - Community Leasing and Licensing Policy [↓](#)

Report author:

Reviewed and authorised by:



Alix Crosbie
Senior Strategy Advisor
9/06/2022



Saskia Righarts
Chief Advisor
15/06/2022



Community Leasing and Licensing Policy

Department:	Property and Facilities
Document ID:	454614
Approved by:	Council Resolution:
Effective date:	June 2022
Next review:	June 2025

Purpose:

To provide a consistent and equitable framework for community leases and licences of Council-owned property and facilities to eligible community groups.

Principles and objectives:

The policy has been established to achieve the following aims:

- To strengthen communities through offering land and buildings at concessional rentals
- To ensure that the granting of occupancy is fair, accessible and responsive to community needs
- To establish consistent guidelines by which community groups may occupy council land and buildings for sporting, recreational, community services and educational purposes
- To establish fair criteria to determine how groups with income derived through the exclusive use of a facility are charged to offset associated costs

Scope:

The policy applies to all community leases and licences over council owned land and buildings. Both ground leases and premises leases are covered by the policy.

The policy applies to all Council Community Leasing and Licensing agreements where they allow and will be applied at rent review to all other agreements. The policy applies where aspects of an existing other agreement are silent or ambiguous.

The policy does not apply to the following:

- Residential tenancies
- Commercial leases and licences
- Easements
- Short term hire of council facilities (see Council's Fees and Charges)

Definitions:



Affiliation fees

Any money paid by a community group, club, or tenant to belong to a regional or national association.

This is distinct from affiliation fees charged by a community group, club, or tenant to its members.

Commercial lease/licence

A lease/licence with a person or group carrying out activities for the primary purpose of generating funds for profit or who occupy the land for the purposes of private use or private gain.

Community lease/licence

A lease/licence to a group carrying out activities on a not-for-profit basis who use their funds to develop and maintain the group or invest them for the betterment of the local community. Community leases are made according to the terms set out in this policy.

Council

Council refers to Central Otago District Council

Ground lease or licence

An agreement applicable where the Council owns the land and the group owns the building.

Premise lease or licence

An agreement applicable where the Council owns the land and buildings.

Income

Any income derived by a community group or tenant through the use of a facility.

This includes:

- any subscription income (money paid by permanent or casual members of a group on a periodic basis to belong to the group),
- casual memberships (including green fees, entry fees, charges by the group for use of parts of a facility)
- and other types of income derived from the use of the facility.

Groups without members may still derive an income from the use of the facility.

Lease

An agreement where the Council grants the tenant the right to exclusive use of a defined area ('leased area') as set out in the lease, which may include the whole or part of a council-owned building and/or land.

Licence

An agreement where the Council grants the tenant the non-exclusive right to use a defined area ('licenced area') as set out in the licence, which may include the whole or part of a council-owned building and/or land.

Open membership

Membership is open to any persons able to use a group's services and willing to accept the responsibilities of



Tenant

membership without gender, social, racial, political or religious discrimination.

A person or group an agreement is made with.

Policy:

Eligibility

Community lease and licence agreements may be granted to community groups or club undertaking activities beneficial to the community. To be eligible, groups must be able to demonstrate the following:

- Groups must be non-profit organisations or associations of people who have the primary aim of providing services, benefits, or recreation to the community;
- Any funds a group generates must be used to maintain and develop the organisation to support its community services and activities;
- Groups must have open membership criteria; and
- Membership or participation fees reflect the reasonable costs of providing the activity.

The group should be an incorporated society or trust, or otherwise able to demonstrate how the group spends money it raises, what happens to any surplus, and what additional benefits they bring to the community.

Assessment

All applications and renewals will be assessed against assessment criteria to determine suitability for granting a community lease or licence.

The following criteria apply:

Strategic purpose

The group's purpose and activities must be consistent with the Council's strategic direction as defined in key strategic documents, such as the Long-term Plan.

Financial sustainability

The group must be sustainable in terms of membership and/or users for the term of agreement.
The group must be in a financial position to fulfil its obligations under the agreement.

Utilisation

The land and buildings must be utilised to the fullest extent possible.

Sustainability

The activity must not have the potential to adversely affect open space values or cause environmental harm.



Community support

There must be demonstrated support and need within the community for the activity.

Each application will be considered on its merits by council staff who will make recommendations to the relevant Community Board or the Council for approval.

In the case of lease renewals, assessment criteria will also include:

Continued alignment

Ensuring the lease or licence will continue to be consistent with the Council's objectives

Prior contract

That the terms and conditions of the previous lease/s or licence/s were met

Unless there is evidence that the above are not met, a renewed lease will be offered to the lessee.

In instances where the activity the lease was originally granted for has changed significantly, the Council may require an application for a new lease.

Expressions of Interest

An Expression of Interest process is generally conducted to determine the most suitable occupant or user of the land. In some instances, Council may target Expressions of Interest from or toward particular community organisations that meet specific community needs.

Council will assess all applications against this policy and any additional eligibility and assessment criteria specified in the Expression of Interest documentation to select a suitable occupant or user. If a suitable occupant or user is not identified the Council may determine not to grant tenure to any applicant.

Public Notification

Where applications are made outside of an Expression of Interest process, Council will publicly notify the availability of the land in question.

Notification may not occur in the following circumstance:

- Agreements exempted through sections 119 and 120 of the Reserves Act 1977, including:
 - Agreements conforming with the approved management plan for the reserve,



- A proposed agreement is subject to a resource consent that was notified under section 93(2) of the Resource Management Act 1991.

Minor leases or licences to adjacent landowner

A lease or licence may be applied outside the above process in the following circumstances:

- For a minor lease or licence granted to an adjacent landowner, and
- where the expense involved with the Expression of Interest process and notification would outweigh the public interest in doing so, and
- where the ability to grant the lease falls within staff delegations.

Fee determination

Community leases or licences are offered at a concessional rate, set significantly below potential market rent. Council is able to support community groups and achieve community outcomes through this policy. The concessional rate is charged to assist in offsetting related property and other costs.

Annual rentals are calculated at 2.5% of the tenant's income less any affiliation fees.

For the purposes of this policy, income is calculated from any income related to the use of the facility. This includes subscription or membership fees, casual entry, green fees, and other income derived from the use of the facility (such as room or venue hire).

Income is calculated over the most recent 5 year period for which the group has filed financial accounts. Where a group does not have 5 years of financial accounts, the rental fee will be calculated as an average over the financial statements that are available. This rental fee shall apply for the first 5 years of the lease or licence or until a rent review is completed.

In exceptional circumstances where there are ongoing or direct costs involved with the property or lease, the tenants and Council may agree to an alternative method of determining rent if it is considered that the standard method will produce an unjust outcome.

Rent reviews occur every 5 years. The same assessment criteria is applied, based on the most recent 5 years of financial accounts. Rent reviews are authorised by the Chief Executive Officer.

The tenant is required to submit full copies of their financial accounts to Council to assist with this.



Council will consider proposals for community leases and licences of endowment land and will determine rent in a manner consistent with the conditions of the endowment.

Tenure Framework

The standard length of lease and licence agreements is 15 years with a further 15 years right of renewal.

Where the land or buildings in question have been identified in Council strategic documents or plans as having a potential alternative use, the standard length of agreement will be 5 years with a further 5 years right of renewal.

The Council reserves the right to terminate an agreement with six months' notice if it requires part or whole of the occupied area for other activities.

A shorter tenure may be granted in circumstances not limited to the following:

- The life expectancy of the building is less than the standard tenure applicable
- A shorter tenure is required by a management plan
- Where Council and the tenant agree a shorter tenure is necessary.

A longer tenure may be granted in circumstances not limited to the following:

- Where groups amalgamate or share facilities
- Where a significant investment has been or is going to be made which results in the area being used to its fullest extent
- In exceptional circumstances where the Council and tenant agree that a longer tenure is necessary.

Standard Terms and Conditions

Allocation of responsibilities

The table outlines standard tenant responsibilities in relation to the functions contained within.

	Energy and water	Rates	Building Insurance	Structural maintenance	Non-structural maintenance
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Council-owned land/buildings	Tenant	Tenant	Council	Council	Tenant
Community-group owned buildings	Tenant	Tenant	Tenant	Tenant	Tenant
Rooms within council building*	Council	Council	Council	Council	Council

*Where a tenant occupies a room in, or part of, a council building service charges may be incurred. Service charges represent a fair portion of utility costs incurred as a result of occupancy.

The above schedule of responsibilities will apply unless the tenant and Council otherwise agree.

Subleasing

Tenants may not transfer, sublet, or dispose of their interest in a lease or licence without prior written approval from Council.

Subleasing will only be considered where the sublessee and its activities comply with the policy, applicable legislative requirements and management plans. If the land is classified as a reserve, the sublessee's activities must enhance the primary purpose of the land.

If a tenant is given approval to enter into a sublease, the tenant will be responsible for:

- Preparing the sublease and all associated costs
- Recovery of all fees and charges associated with the sublease
- Obtaining approval of the sublease agreement
- Providing Council with an executed copy of the sublease agreement.

Additions and alterations

Where a tenant wishes to erect any new building or improvement or alter any existing building or improvement, landowner approval must be obtained first. This applies whether the building or improvement is council-owned or not.

Landowner approval must be obtained prior to seeking any approval from the Council in its regulatory capacity.



Where an agreement is nearing expiry, has expired, or is terminated by either party, and it has been decided that a new lease will not be granted to the existing lessee, any buildings or structures owned by the tenant:

- May be removed by the tenant; or
- May transfer to Council ownership if the Council wishes to accept ownership; or
- May be transferred to another community or recreation group, if agreed to by Council.

Maintenance

All buildings and structures must be maintained to a standard that meets the requirements of legislation relating to buildings (such as the Building Act 2004). In addition, all buildings, structures and vegetation should be kept in a tidy condition and must not detract from the environment. Vegetation must not become a hazard to public safety.

Fees and Charges

Groups are liable for all legal costs and expenses relating to the preparation of any renewal or variation of the lease or licence and any other associated costs including, but not limited to, advertising, surveying and obtaining building or resource consent. The Council will not charge for the reasonable use of Council staff time.

Use of fields, grounds and facilities for sporting competitions, tournaments or other events are provided for separately and are subject to the Council's annual fees and charges and booking processes.

Relevant legislation:

- Property Law Act 2007
- Reserves Act 1977
- Resource Management Act 1991

Related documents:

- Grants Policy
- Reserve Management Plans

22.5.11 MUSEUM INVESTMENT STRATEGY

Doc ID: 582898

1. Purpose of Report

To provide a summary of museum investment workshops held to date and to consider progressing the work to investigate a district funding model for museum investment.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Notes discussions held to date on the Museum Investment Strategy.
 - C. Agrees to progress the work on investigating a model for the districtisation of museum funding.
 - D. Approves financial modelling be carried out on the operational and capital funding impacts of a district funding model.
-

2. Background

Council began reviewing its role in the museum space in late 2019. Two work streams were identified. The first was the development of a sector strategy, and to support greater collaboration across the sector. This aspect was considered in the 2021-31 Long-term Plan, and a new Central Otago Museum's Trust has now been established to support the work of the sector. This Trust is operational and has recently employed a part-time coordinator.

The second workstream was to develop a framework to guide council's investment in the sector. This work to date has involved the development of an investment logic map and a series of workshops with councillors. These are detailed below.

Investment Logic Map

An Investment Logic Map was undertaken with representatives from the museum network, elected members, and council staff on 14 October 2021.

Four key problems were identified:

- Failure to deliver services that locals and visitors make use of, meaning opportunities are missed to improve economic, social and cultural outcomes
- Significant negative pressures on people, property and funding means the delivery of the museum activity is deteriorating and unsustainable
- Predominantly static, traditional European collections, means the museum activity is incomplete, reducing significance and diminishing demand
- The museums activity lacks district coordination, diminishing the ability to adopt an interconnected network approach and attract funding.

The reasons behind these problems are complex and are not unique to Central Otago. They do not reflect on the willingness of the museum network and other interested parties (such as council and other key funders) to address these issues.

The Investment Logic Map identified several responses and benefits relating to these problems, including:

- Improved social, cultural, and environmental benefits
- Increased utilisation of museum services, improving financial sustainability and economic benefits
- Enhancing the quality of the services delivered.

Potential options were identified as potential responses, including:

- Maintain the status quo
- Minimal improvements
- Enhanced levels of support, with various capital and operational grants toward building and collections details
- Investment in a district museum, with various options identified
- Investment in two or three key museums, with various options identified

The weighting in the Investment Logic Map process did not identify a clear preferred option – with less than a 2% difference in ranking between the top seven options.

It is clear that the sector faces immense financial challenges that are complex in nature, many of which are also felt by the museum sector internationally. Many require complex or new solutions, rather than continued funding of older models.

Although there is clear support and willingness from Council to support our museum network, with a small ratepayer base and various competing challenges, the 'gap' between available funds from Council and the funding Museums require is much larger than Council is able to fill.

Following the development of the Investment Logic Map, a series of workshops were held with councillors to develop the Museum Investment Strategy.

Workshop One

The first workshop, held 26 January 2022, outlined the Investment Logic Map process and the options identified. Feedback was sought, identifying a preference for a network model that supported the direction set by the sector/Central Otago Museums Trust, and concern with the high cost of some options.

Topics canvassed at the first workshop included:

- Discussion how the feedback from the community through the long-term plan and Cromwell Masterplan processes will feed into the Investment Strategy
- Direction from councillors to ensure the sector-led Museum Strategy is considered throughout the Investment Strategy
- Discussion around why Council invests in museums and what benefits are delivered as a result. The discussion highlighted benefits for heritage, educational opportunities and community connection. Environmental and economic considerations were ranked lower.

Workshop Two

The second workshop on 9 March 2022 included developing an initial vision and objectives for the investment strategy. This strategy is intended to complement the five-year Central Otago District Museum Strategy developed by the sector and includes continuing to support investment in the network beyond the life of the current strategy.

The draft strategy includes:

Vision:	Preserve and share a sense of place that values our rich heritage
Objectives:	Museums continue to be relevant
	Celebrate our diverse heritage
	Bring people together and define who we are
	Accessible educational opportunities that inspire
	Build places for people, reflecting our story

Topics canvassed at the second workshop included:

- Discussion of the outcomes and conclusions derived from discussions in the first workshop
- Council priorities in the 'Value Discipline Model' of product leadership (aiming for new or innovative products), operational excellence (a focus on high quality systems and processes), or customer intimacy (a focus on customer experience). There was a strong preference to focus on the customer experience and the value museums give to the community.
- Discussion of the principle behind resource distribution to and within the museum sector. Historically, resources had been allocated by looking for a fair model of distribution between competing parties, regardless of the outcome of that investment. There was a clear preference for a shift to a model that priorities achieving outcomes from ratepayer investment.
- The various groups and 'target markets' attracted to Central Otago museum offerings and the importance of each when allocating funding. Councillors expressed a preference to focus on offerings for local and national visitors, and on providing educational experiences.
- The different aspects of collections that may be considered by councillors if further funding were to be provided as an option. Councillors expressed the strongest interest in preserving existing collections and in researching or telling the story of these taonga.
- What Council's role and or/responsibility could be, if any, in increasing accessibility.
- The function of existing buildings.
- Discussion around the role of smaller museums and their importance to small communities.

Workshop Three

The third workshop was held on 17 April 2022.

The workshop presented data that attempted to benchmark Council's current level of investment against other district councils.

Benchmarking has been difficult as staff have been unable to locate national research into funding, outside advice provided by the Office of the Auditor General in 2006 that included bundled figures. Museums Aotearoa were also unable to provide figures for comparison.

Referring to individual council documents has also presented challenges as investment into museums is often split between several council functions – including property considerations, grants and other such funds, and in house staffing or other operational funding sources. Each of these separate functions is often bundled in council's Long-term Plan, Annual Plan, and budget documents – for instance, property funding may be bundled with other physical assets whilst specific museum functions are bundled with arts, heritage, culture, or community. The processes used varies between councils.

Approaching individual councils directly had mixed levels of success, as many councils had not specifically accounted their museum funding distinctly – again bundled and split amongst the different functions.

The information that was received, however, has Central Otago at the higher end of investment by a council into museums per head of population, likely due to the higher related costs of the level of property investment.

The workshop also included a discussion on national funding issues facing museums across New Zealand. The lack of national funding was discussed.

The final item discussed at the third workshop was the current funding model within Council. Museums are funded from both ward and district sources, including funding toward buildings, operations and administration. Funding toward collections has been identified as a fourth area that could be funded.

The various opportunities and challenges of both ward and district funding were discussed relating to each area of funding. There was a clear preference to investigate how districting museum funding may benefit the community.

Key themes emerging from the third workshop discussion with councillors included:

- Achieving equity and fairness across the museum network
- Consideration of affordability for ratepayers
- A preference to districtise Council museum funding sources

3. Discussion

Council's current financial structure is split across ward and district funding that contribute toward different aspects of museum funding. Alterations to these models may have an impact on both capital and operational expenditure.

The next step proposed is to undertake financial modelling on a district funding model – against the current model and any potential hybrid models. The modelling would provide a clear understanding of the rating impact of any proposed change, whether positive or negative.

A decision would then be made on whether or not to proceed with the proposal. Any new model that impacts on rates or delegations to the boards will need to be consulted on. The process and the timelines for this will be presented alongside the financial modelling.

4. Financial Considerations

The work to undertake financial modelling can be accommodated under existing budgets. The modelling will assist in the understanding of the financial implications of progressing with the district model funding proposal.

5. Options

Option 1 – (Recommended)

Proceed with financial modelling of the rating impacts of a district funding model for museums.

Advantages:

- Provide a full understanding of the rating impact of any potential change
- Increase quality of information provided to inform decision making

Disadvantages:

- Although it can be accommodated, there is a cost involved with producing the financial modelling and it will take time

Option 2

Do not proceed with financial modelling of the rating of a district funding model for museums and do not progress with the proposal to investigate districtisation of museum funding.

Advantages:

- Cost saving with no need for financial modelling

Disadvantages:

- Decision making remains at ward level resulting in challenges in developing a district-wide funding model
- Further discussions will be required with councillors as to process to develop a district-wide model, leading to delays.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social and cultural wellbeing of communities, in the present and for the future by enhancing the outcome of investment into the museum sector.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes – including the community owned Museum Strategy.
Considerations as to sustainability, the environment and climate change impacts	There are no direct environmental, sustainability, or climate change related considerations by the decision to request financial modelling. There are sustainability implications from the age and condition of many related buildings.
Risks Analysis	This proposal seeks to reduce the risks presented by changes to financial models, by increasing the understanding of the financial impact before the final decision is made.
Significance, Consultation and Engagement (internal and external)	

	<p>The Central Otago Museums Trust and wider museum sector will be interested in this matter. They have been notified by the liaison to the trust.</p> <p>The wider community will be interested in the outcome of the financial modelling and any related decision making is likely to reach 'significance' and require consultation at that stage.</p>
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7. Next Steps

Financial modelling on the impacts to ratepayers across the different wards will be carried out.

The modelling will be presented to Council in late 2022 for a decision whether or not to proceed with the proposal.

Consultation will be required, with further decision making from Council on how this will be carried out, including considerations of both the Annual Plan 2023 and Long-term Plan 2024 processes.

8. Attachments

Nil

Report author:



Alix Crosbie
Senior Strategy Advisor
1/06/2022

Reviewed and authorised by:



Saskia Righarts
Chief Advisor
28/06/2022

22.5.12 AFFORDABLE HOUSING SURVEY RESULTS

Doc ID: 584260

1. Purpose of Report

To consider the results of the survey on affordable housing decide whether or not to endorse the request to gift land to the Central Otago Affordable Housing Trust to develop a secure homes model in the region.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes the results of the consultation.
- C. Agrees whether or not to endorse the proposal to gift land to the Central Otago Affordable Housing Trust to set up a secure homes model in Central Otago.

2. Background

Council has been considering its role in housing, including whether or not it has a role in the provision of affordable housing. From the initial work conducted in 2019, one area of investigation remains for Council decision. This area is whether Council supports the Central Otago Affordable Housing Trust to establish a secure homes model in the region by gifting them land.

At the Council meeting on 9 March 2022, a paper was presented that recommended Council do not give up land given the significant financial ramifications it would have. Council resolved at this meeting to seek feedback from the community prior to any decision on whether or not to proceed with the request from the Central Otago Affordable Housing Trust.

At the Council meeting on 27 April 2022, Council considered the engagement plan and the online survey questions. Council approved the plan, with the amendment that the proposed mailbox drop in Vincent and Cromwell not occur and instead widespread promotion occur across the whole district.

3. Discussion

The consultation was open from 11 May to 5 June 2022. It was promoted through all council communication channels including:

- Onelan screens (in council service centres, libraries and pools)
- Posters
- Hard copies of the survey and consultation material at service centres and libraries
- Central App banner – week of 22 May
- ODT and Southland Times adverts – 14 May
- Radio advertising – late May (Radio Central – tied in with ‘home’ + ‘house’ themed songs) and also sent to Burn; plus
- Mayor Tim mentioned and discussed in interviews on air
- The Noticeboard in The News – each week during the consultation period

- Cromwell Bulletin – 2 June (full page advert)
- Teviot Bulletin – 2 June
- Media release – 30 May (survey closing in a week)
- Facebook promotion – Facebook banner and posts x4 and tagged community pages/shared to groups
- Mayor Tim's Facebook live sessions
- LinkedIn promotion – x2 posts
- Website – home page spotlight throughout consultation period
- Intranet – shared story and encouraged staff to spread the word
- Elected members encouraged to spread the word via email

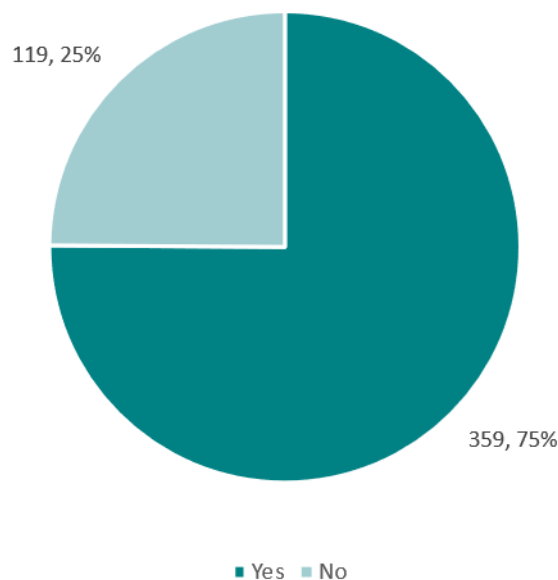
The community was asked if they agreed to Council supporting the development of affordable housing in the district, and also whether they agreed with Council contributing land (and associated profit) to the Central Otago Affordable Housing Trust worth the equivalent of \$16m to establish a secure homes model in the region. Some demographic questions such as age, where they live and whether they currently own or rent property in the district were also asked.

In total 480 responses were received. Two of which were hard copies which provided comments but did not provide answers to the specific questions asked in the consultation. These two responses have been included in the high-level themes provided in this report.

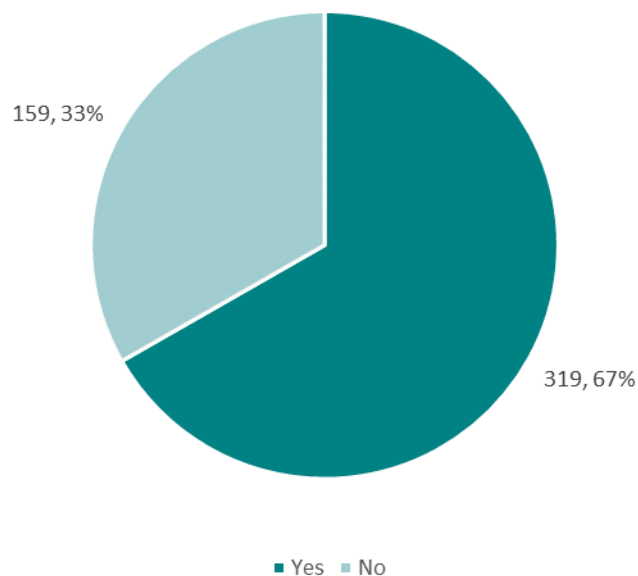
Data Analysis

The data analysis and graphs that follow reflect the 478 online responses.

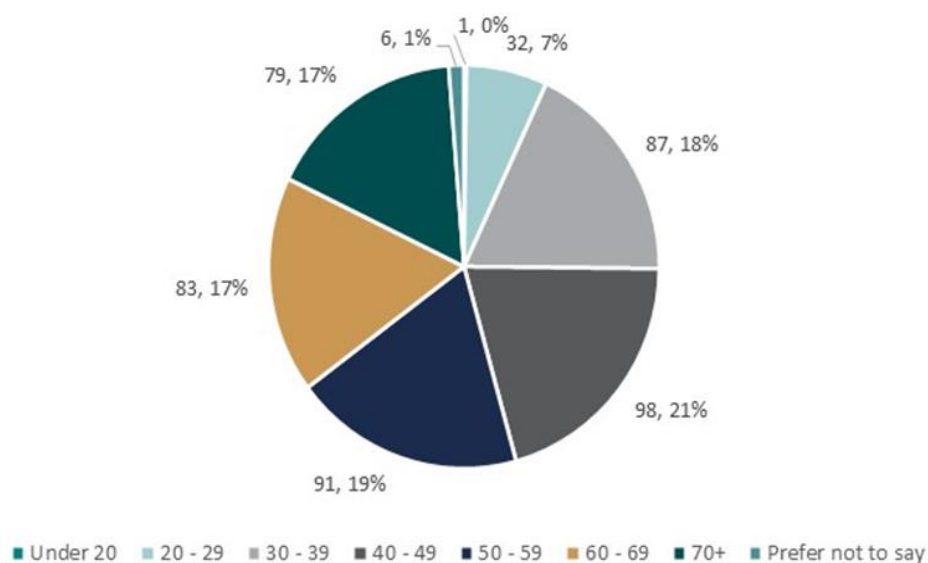
Do you agree to Council supporting the development of affordable housing in Central Otago?



Do you agree with Council contributing land worth the equivalent of \$8m (\$4m each from Cromwell and Vincent wards) to the Central Otago Affordable Housing Trust to establish a secure homes model in this region? (Note this would equate to a loss of return on developing the land of \$16m - \$8m worth of land value and \$8m worth of net profit).



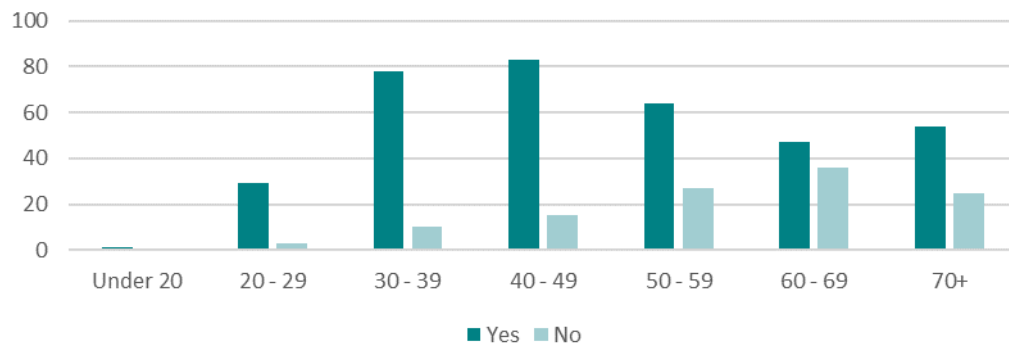
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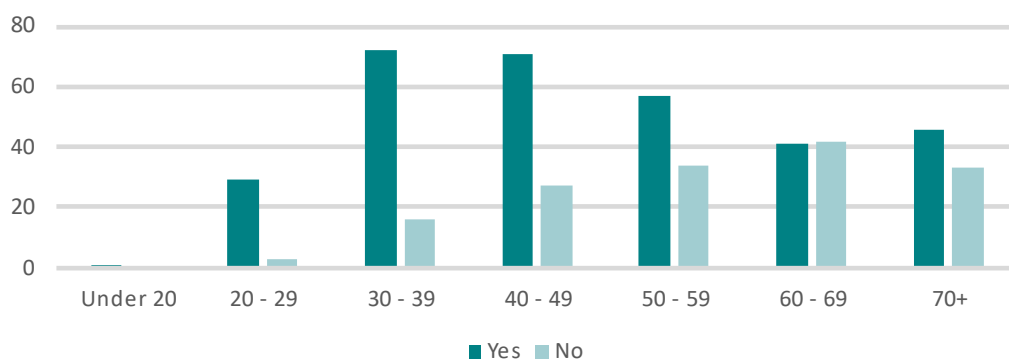
Responses came from a good spread across all age brackets. It is of note that there was strong engagement from those in the 20 – 29, 30 – 39 and 40 – 49 age brackets.

The graphs below provide a breakdown of responses to the two key questions in the consultation by age.

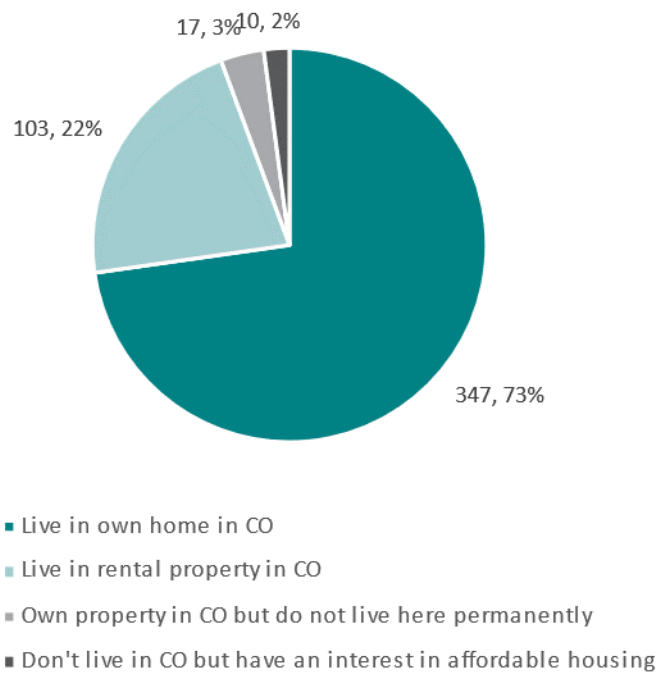
Do you agree to Council supporting the development of affordable housing in Central Otago?



Do you agree with Council contributing land?



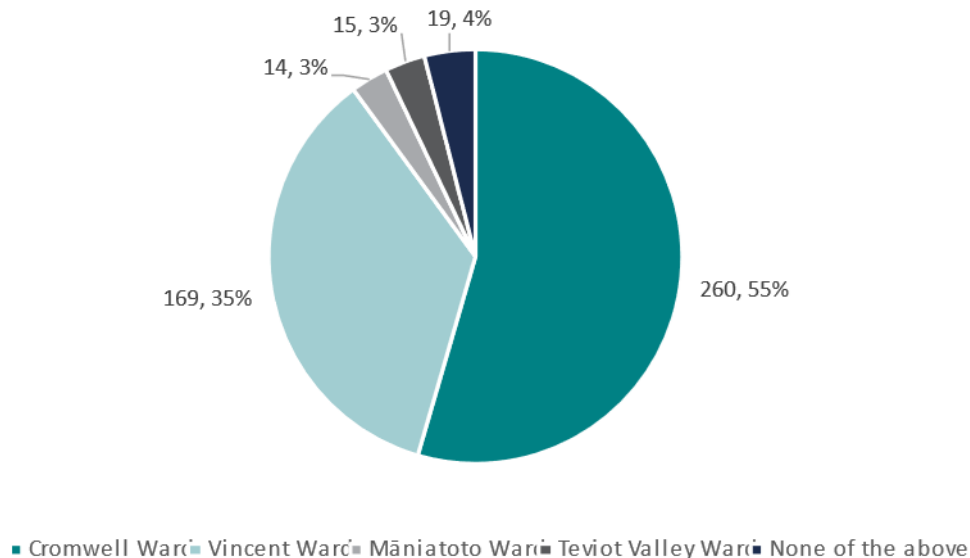
Living situation:



The majority of respondents (73%) live in their own home in Central Otago. Twenty-two percent of respondents live in a rental property in the district.

Ten respondents do not live in Central Otago but have an interest in affordable housing. These 10 respondents all agreed with Council supporting the development of affordable housing in the district and only two did not support the contribution of land to the Central Otago Affordable Housing Trust.

Ward:



Just over half of all respondents are based in Cromwell Ward (55%) with 35% based in Vincent Ward. Much smaller responses were received from Teviot Valley and Mānīatoto wards (both 3%), which is unsurprising given the land discussed for this consultation is in Cromwell and Alexandra.

In the meeting there will be further presentation on the results which will include analyses such as ward break-downs.

Comments – high-level themes

Two-hundred and seventy-three comments were received.

One-hundred and fifty-one comments were received from those who agreed with Council supporting affordable housing in the district and contributing land to the Trust.

The key themes from these comments included:

The most common theme in the comments was general support of the initiative, with comments such as 'it is time', 'I think it's the responsibility of council to ensure affordable housing is made available', 'We need affordable housing, anything we can do to make this happen is vital' and 'This needs to happen for young couples to get anywhere'.

Suggestions around eligibility criteria was also a common theme, with respondents mentioning first home buyers; senior citizens who can no longer afford to live here and may need to downsize; skilled workers who may otherwise have to leave; young people and families as those who could benefit from this initiative.

They felt it would support the local economy through retaining and attracting skilled workforce and members of the community, keeping people in the district and creating a vibrant and diverse community.

Respondents also felt that affordable housing helped address inequality in our community by helping those into a home who otherwise may not be able to afford it, encouraging inclusion and supporting community well-being.

Respondents said it would be important that affordable homes are good quality buildings/homes that are also affordable to live in. It should be housing that is realistically affordable, high standard and mixed designs, energy efficient, smaller, warmer homes with minimum maintenance and that meet carbon zero climate change objectives.

Small section sizes were a concern for some but a suggestion from others. Some felt having affordable housing scattered through existing developments rather than all in one block was preferable.

There were positive comments about the Queenstown Lakes Affordable Housing initiative, that this initiative is working and that the same could work in Central Otago.

There was some concern about the impact on ratepayers and the potential for rates to increase. Some respondents questioned the definition of 'affordable' and what an 'affordable home' really means – there were some concerns about rising building costs, and whether a property would continue to be affordable in the future. 'What is ideal, may not be practical'.

Council supporting affordable rental options was mentioned as a potential alternative as was more Council housing/flats. Some respondents suggested prioritising a retirement village.

Respondents felt there was more information needed to understand conditions and processes i.e. what happens when the house gets sold? What happens if the Trust winds up?

Eighty-six comments were received from people who did not agree with Council supporting affordable housing or contributing land to the Trust.

The key themes from these comments included:

Overwhelmingly the most common theme was that it is not council's role to play a part in affordable housing. Many felt it was a function of central government and council should not be subsidising housing at the expense of the rate payer. Respondents felt council should focus on core business and invest in infrastructure first.

Respondents suggested it was important to understand the problem fully before providing a solution and that more information was required before they could agree to support this initiative.

There was some concern that 'affordable housing' may become a slum and that this could erode the value of current ratepayer's properties.

Suggestions that there is plenty of land in other areas of the district that could be used for affordable housing e.g. Omakau.

Comments such as 'no', 'stay away', 'should not support', 'not at the expense of the ratepayer', 'hard fact that Central Otago is expensive place to live' were common from these respondents who in principle did not agree with council supporting the development of affordable housing.

Thirty-five comments received from people who agreed with council supporting affordable housing in the district but disagreed with council contributing land to the Trust.

The key themes from these comments included:

The most common theme was that council should support affordable housing in the district but that it is not council's role to fund it, 'support it doesn't mean you fund it', 'I agree with supporting it but not sure financial support in this way sits with local government'. These respondents felt affordable housing is important for the district, but that council should focus on core services, 'council should make sure their core business such as infrastructure should be done first. It is not the community's responsibility to fund affordable housing'.

There was some concern about the potential impact on ratepayers with comments about people struggling with the increased costs of living. They felt the interests of all ratepayers should be the priority, not a select few.

Some respondents suggested considering a different approach to address the affordable housing issue including Kāinga Ora, rent-to-own, leasehold and co-ownership.

These respondents also thought more information was needed about criteria, the Central Otago Affordable Housing Trust and processes.

One respondent disagreed with council supporting affordable housing in the district but agreed with council contributing land to the Central Otago Affordable Housing Trust.

Process if Council endorses the request from the Central Otago Affordable Housing Trust to gift the land.

If Council decides to gift the land to the Central Otago Affordable Housing Trust, and therefore remove an asset from community ownership, there would be possible financial implications that would need to be considered. These would cover the impact on other projects across the wards and a potential impact on debt levels. For this reason, the appropriate mechanism to consider this proposal in its entirety would be through the 2024-34 Long-term Plan.

The financial impacts of this decision are such, that outside of the 2024-34 Long-term Plan process, the only other viable mechanism would be through an amended long-term plan in 2023-24 (replacing the 2023-24 Annual Plan). This involves considerable cost to the organisation, and given the competing demands on staff time with the reform programme in particular, this option is not advised.

4. Financial Considerations

If the proposal were to proceed, there are a number of other pieces of work that would need to be undertaken. These are detailed below and would help to inform the final shape of any proposal and the in-depth consultation that could then be had with the community.

The cost of this proposal (\$16m) has been a high-level estimate. Before proceeding, detailed financial modelling would be required to ensure accuracy of this initial estimate and to take into account other expenditure planned at the district level. For example, this proposal may result in some future projects not going ahead or further borrowing occurring beyond what was already planned. If, for example, council borrowed the equivalent of \$8m to fund other projects (which is the overall net profit foregone) this would equate to a yearly rate increase

of 2.2% for Vincent ratepayers and 2.3% for Cromwell ratepayers (per year over the course of a 25-year loan).

Consideration would also need to be given to this project alongside three waters' transition in 2024 and what impacts this has on council's overall debt ceiling and borrowing ability. Council has three covenants that need adhered to:

- External debt as a percentage of total value of assets <10%
- External debt as a percentage of total revenue <175%
- External interest as a percentage of total revenue <20%

These covenants as listed in the Liability Management Policy may come close to being breached, and will require detailed modelling to be undertaken.

A needs assessment should be conducted to understand who should benefit from a secure home which would in turn assist in specific criteria being developed. Given the small number of homes that would be available a broader criterion like that used in Queenstown Lakes may not be suitable in Central Otago. Consideration should also be given to Central Otago's own unique demographics and industry profile. There is also not the same ability to grow the model as in Queenstown Lakes, who had access to central government funding and developer's contributions. The needs assessment would cost approximately \$200,000 and could form part of the 2023/24 Annual Plan considerations (or three waters better off funding being considered by Council in a separate paper at this meeting).

Further discussions would need to occur with the Central Otago Affordable Housing Trust to ascertain other foreseen costs (e.g. who will pay the interest on the Trust's potential borrowings while the houses are being built and who will be underwriting the funding risk) and how will the Trust will fund ongoing operational costs (such as administration costs). If ratepayer money would be required, these costs would also need to be presented as part of financial modelling in the 2024-34 Long-term Plan.

5. Options

Option 1 – (Recommended)

Decides whether or not to endorse with the proposal to gift a portion of council owned land to the Central Otago Affordable Housing Trust enable the development of a secure homes model in Central Otago.

Advantages:

- Gives the Central Otago Affordable Housing Trust some certainty about next steps
- Enables staff to consider this proposal in their work planning alongside other commitments

Disadvantages:

- No apparent disadvantages.

Option 2

Does not decide whether or not to endorse with the proposal to gift a portion of council owned land to the Central Otago Affordable Housing Trust to enable the development of a secure homes model in Central Otago.

Advantages:

- No apparent advantages.

Disadvantages:

- Leaves the Central Otago Affordable Housing Trust uncertain as to the future of their proposal.
- Potential dissatisfaction from the respondents to the survey that there was no clear outcome.
- Creates some uncertainty in future capital projects and financial planning.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural and economic wellbeing of communities, in the present and for the future by considering public feedback on a proposal to promote affordable housing to some members of the community.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The proposal is inconsistent with the 2021-2031 Long-term Plan, and would require detailed financial modelling to be undertaken to ascertain the impact on debt and other projects. The appropriate mechanism for this financial modelling would be in the 2024-34 Long-term Plan.
Considerations as to sustainability, the environment and climate change impacts	This paper has no immediate consideration to sustainability, the environment and climate change impacts. If the proposal is to proceed, future papers may wish to consider these factors.
Risks Analysis	There are no immediate risks in considering the public's initial feedback on the proposal.
Significance, Consultation and Engagement (internal and external)	Any decision to gift land would require formal public consultation using the special consultative procedure under the Local Government Act. Given the significance of the decision this would either be under an amended Long-Term Plan in 2023/34 (replacing the 2023/24 Annual Plan) or through the 2024-34 Long-term Plan.

7. Next Steps

Staff advise the Central Otago Affordable Housing Trust of Council's decision and if the decision is to proceed initiates the work that will be required as part of the 2024-34 Long-term Plan.

8. Attachments

Nil

Report author:



Saskia Righarts
Chief Advisor
20/06/2022

Reviewed and authorised by:



Sanchia Jacobs
Chief Executive Officer
29/06/2022

22.5.13 WILDING CONIFER CONTROL POLICY

Doc ID: 583516

1. Purpose of Report

To consider adopting a policy for controlling wilding conifers on Council owned or managed land.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Adopts the Wilding Conifer Control Policy.
-

2. Background

Over the years Council has received numerous approaches by members of the community and community groups requesting that the issue of wilding pines be addressed in the district. Approaches have been made through annual and long-term plan submission processes and also in meetings with senior staff explaining the extent of the problem and requesting that Council get involved in tree removal.

The issue of wilding conifers has been known for a number of years, with increasing awareness of the threat of wildings to landscapes, rural productivity, water yield, indigenous biodiversity and dangerous wildfire. Whilst the matter at its broadest sense sits within a regional council mandate, Central Otago District Council has committed to addressing the issue on its own land through the 2021-2031 Long-term Plan.

Of the more than 2500 non-native plant species naturalised in New Zealand, “wilding conifers” (invasive trees) in the family Pinaceae, particularly *Pinus contorta*, *P. nigra*, *P. radiata*, *P. mugo*, *Larix decidua* and *Pseudotsuga menziesii*) are amongst the most problematic (Brandt et al., 2021). In the absence of management, some estimates suggest that wilding conifers could spread to 7.46 million hectares over the next 15 - 30-year period, or approximately 28% of New Zealand's land area, albeit at variable abundance (Wyatt, 2018).

Wilding conifer invasions particularly threaten tussock grasslands, frost flats, and alpine areas (Campbell, 1984; Smale, 1990), where the invasion of fast-growing trees into treeless or low-statured vegetation causes fundamental shifts in almost every aspect of these ecosystems.

Wilding conifer management first began in the 1960s but has accelerated over the past 15 years. In 2020, Central Government announced a four-year investment of \$100 million. Substantial additional control costs are borne by landowners, industry, and local community groups. Economic analysis suggests the high level of investment is worthwhile, achieving an outstanding benefit: cost ratio of 38:1 (Wyatt, 2018). This reflects the relatively high potential cost of wilding conifer impacts on water resources and grazing land if invasions are not controlled.

Biodiversity is also under a high level of threat from wilding conifers but is more difficult to quantify in monetary terms.

To take into account all of these issues and ensure Council is able to make consistent decision relating to wilding conifers on its own land, adoption of a district wide wilding conifer control policy is proposed.

National Context

An independent report commissioned by the Ministry for Primary Industries (MPI) on behalf of the New Zealand Wilding Conifer Management Group, addressed the status of wilding conifers in New Zealand. As a result of the independent report 'The right tree in the right place: New Zealand Wilding Conifer Management Strategy 2015-2030' (the national strategy) was developed. The strategy identifies that wilding conifers are a serious and pressing established pest in New Zealand, and that they reduce the productivity of primary industry, and damage the environmental values that New Zealand is renowned for.

Under the strategy, key participants in wilding conifer management governance are identified as MPI, regional councils, Department of Conservation, territorial authorities, the Ministry of Defence, Land Information New Zealand, land occupiers, and voluntary initiatives. The national strategy clarifies roles and responsibilities of central government, regional councils and territorial local authorities. These roles include leadership, wilding conifer control and management along with developing appropriate wilding conifer control rules. It also references land occupier's roles in the management of wilding conifers.

For reference the National Wilding Conifer Management Strategy can be found on the following website: www.wildingconifers.org.nz.

The strategy has objectives of gaining funding for early intervention for both Crown and private land occupiers in wilding conifer control, and for fair allocation of costs through cost sharing.

The Government has allocated \$100m over four years for regional councils to distribute towards the control of wilding conifers. A typical application of this funding is an 80/20 funding split, where the Government, via the regional council, contributes 80% and the landowner contributes 20% of the cost. The National Wilding Conifer Control Programme provides the framework for stakeholders to work together to reduce the negative impacts of wilding conifers. The National Wilding Conifer Control Programme can be found on the following website: www.wildingconifers.org.nz.

Otago Regional Council

The strategy and control programmes are supported by the Otago Regional Council (ORC) where wilding conifers are identified as plant pest species in the Regional Pest Management Plan 2019 – 2029, (the Plan).

Under the Plan the ORC strongly supports activities that align with their progressive containment objectives for wilding conifers. The Plan provides the framework for stakeholders to work together to reduce the negative impacts of wilding conifers upon the landscape.

Some of these negative effects include:

- Loss of landscape and aesthetic values.

- Impacts on conservation values, including loss of indigenous biodiversity unique to the Central Otago area.
- Loss of productive land.
- Impacts on hydrological values.
- Dangerous wildfires.

Modelling by the ORC and others shows that wilding conifer seed has been recorded to be dispersed 40kms from the seed source but are primarily recorded up to 10kms from the parent trees. Eliminating the seed source would protect the investment spent on those properties undertaking conifer control, and begin to control effects on landscape, rural productivity, indigenous biodiversity and water yield as detailed above.

ORC have estimated that if the wilding conifers are not controlled until 2041, the cost to control them will be estimated 10 to 100 times more than the initial cost to control them in 2021/2022.

Central Otago District Council

Planting of wilding conifers is not a permitted activity in the Central Otago District Plan, and rules require that resource consent must be applied for and granted, to permit planting of a number of conifer species including: Douglas Fir, European Larch, Ponderosa Pine, Bishops Pine, Maritime Pine, Radiata Pine, and Corsican Pine. The reason cited in the district plan is that tree planting with species that have spreading vigour has the potential for adverse effects upon amenity and ecological values in terms of wilding spread.

Planting of Lodgepole Pine is a prohibited activity in the district plan recognising that this is the species with the greatest vigour, and therefore this species cannot be planted anywhere in the district, and nor can consent be applied for.

The Central Otago District Tree Policy 2020 contains an objective of avoiding planting trees on Council land that have the potential for invasive growth, or planting any plants designated as “pests” by the Otago Regional Council, or with propensity to become a wilding tree. The development of the Wilding Conifer Control Policy is therefore consistent with existing policy in Central Otago.

Parliamentary Commissioner for the Environment

In November 2021, the Parliamentary Commissioner for the Environment, Simon Upton, released a report titled “Space Invaders, a Review on how New Zealand Manages Weeds that Threaten Native Ecosystems”.

The report references the cost of wilding pines to the economy and states that if not managed is estimated to be more than \$5 billion. It sites negative effects of wilding conifers, including farmers losing grazing land, houses threatened by wildfire, and habitats and water yield being lost. The report cites the Ohau fire where 50 homes were lost and 1600 hectares of DOC land were burnt, and the Twizel fire where 3500 hectares of land containing wilding pines and scrub was burned. The Commissioner notes in the report that whilst \$100 million is being set aside by the Government, he believes it will cost significantly more to get the problem of wilding pines under control. He also noted that not unsurprisingly it is no longer possible to get carbon credits for wilding trees.

Iwi

The Kāi Tahu ki Otago Natural Resource Management Plan 2005 specifies the spread of exotic wilding trees and other woody weeds as an issue that adversely affects cultural landscapes.

Aukaha has advised that Kāi Tahu are broadly supportive of wilding pine removal for a number of reasons, including their effects on water yield and water quality; effects on indigenous biodiversity; and their adverse effects on landscapes, particularly where this affects cultural sites and landscapes (wāhi tūpuna).

The Central Otago Wilding Conifer Control Group

In 2013 the Central Otago Wilding Conifer Control Group (COWCCG) was formed to respond to the mounting concerns about the impact and spread of wilding conifers on the Central Otago landscape.

COWCCG have developed a strategy titled 'The Central Otago Wilding Conifer Strategy 2020 -2025' which is contained in **Appendix 1**. The group's vision is: "*Central Otago natural landscapes, areas of ecological significance and productive pastoral lands are protected from the impacts of wilding conifer*".

The COWCCG receive funding through several different funding streams, including a targeted ORC rate and a \$20,000 grant from Council, the latter to cover administrative costs. This group is made up of community representatives who coordinate the wilding conifer control efforts and obligations of agencies and landowners. They identify sites of concern and assist with the engagement of contractors and the contribution of costs from various parties to enable the removal of wilding conifers.

The Central Otago Wilding Conifer Control Funding Diagram is attached as **Appendix 2**. Over the years Council has provided support to the group with funding and staff support in administrative roles. A Councillor has been appointed to the COWCCG as a liaison person since 2019.

3. Discussion

In more recent years members of the COWCCG have had a number of meetings with Council staff to discuss the extent of the problem of wilding conifers, including on Council-owned land. They have provided information demonstrating that the Central Otago climatic conditions are perfect for seed dispersal which has resulted in prolific spread of wilding conifers. The group emphasised that conifers on Council owned land are contributing to spread on nearby farmland making any efforts to control wilding conifers on those properties less effective. The group encouraged Council to show leadership and take landowner responsibility by committing to the removal of wilding conifers from Council land. The areas identified by the group across the district include the Half Mile Recreation Reserve, Boot Hill, Lower Manorburn Recreation Reserve and Alexandra Airport all in the Vincent ward, and the Sugar Loaf Scenic Reserve in the Cromwell ward, as well as smaller areas in the Teviot and Mānīatoto wards.

Council has no district wide policy for wilding conifer control. Each ward determines where funding priorities are allocated. To give effect to the funding allocated for wilding conifer control in the 2021-31 Long-term Plan there is a need for a district wide wilding conifer control policy.

The adoption of a Wilding Conifer Control Policy would provide clear direction on Council's intention for controlling of wilding conifers on land owned or managed by Council, with the exception of Council owned commercial forestry areas which would be managed within the scope of the District Plan. The policy is attached as **Appendix 3**.

4. Financial Considerations

Council agreed to include ward-based funding in the 2021-2031 Long-term Plan for a period of 3 years to address wilding pines on identified Council owned properties. \$150,000 was approved over three years on the understanding that most of the cost of removal would be funded by the national programme.

5. Options

Option 1 – (Recommended)

That Council adopts the Wilding Conifer Control Policy.

Advantages:

- There is a consistent district wide approach to wilding conifer removal.
- Council shows leadership and responsibility as a landowner by controlling wilding conifers.
- Reduction of the risk of wildfire to neighbouring properties.
- Council can work with community groups and volunteers to develop areas where wildings have been removed.
- New plantings if appropriate will enhance biodiversity over time.
- Wilding conifers are removed as a seed source to neighbouring properties.

Disadvantages:

- No disadvantages are identified.

Option 2

That Council does not adopt the Wilding Conifer Control Policy.

Advantages:

- Wilding conifer control decisions are made at a ward level.

Disadvantages:

- There is no district wide consistency in controlling wilding conifers.
- Inconsistent decision making on the removal of wilding conifers could occur.
- Potential to improve sites following the removal of wildings is lost.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the (social /cultural/economic / environmental) wellbeing of communities, in the present and for the future by removing a recognised weed pest and enhancing the area for greater community enjoyment.
Decision consistent with other Council plans and policies? Such	This decision is consistent with the Central Otago District Council Long-term Plan 2021 – 2031.

as the District Plan, Economic Development Strategy etc.	
Considerations as to sustainability, the environment and climate change impacts	Wilding conifers are a recognised weed tree, their removal over time will enhance the sustainability and ecological environment of Council owned land across the district. Wilding conifers are not eligible for carbon credits.
Risks Analysis	Risks identified if the wilding conifers remain include, wildfire threat, cost of control increases over time due to continue seed dispersal to neighbouring properties.
Significance, Consultation and Engagement (internal and external)	This policy gives effect to funding allocated for this purpose through the 2021-2031 Long-term Plan. Additional consultation is not required.

7. Next Steps

The next steps include:

- Council adopts the Wilding Conifer Control Policy.
- The policy is implemented.

8. Attachments

Appendix 1 - COWCCG Wilding Conifer Strategy [↓](#)

Appendix 2 - COWCCG Funding Diagram [↓](#)

Appendix 3 - Wilding Conifer Control Policy [↓](#)

Report author:



Gordon Bailey
Parks and Recreation Manager
17/06/2022

Reviewed and authorised by:



Louise van der Voort
Executive Manager - Planning and Environment
22/06/2022



Central Otago Wilding Conifer Control Strategy 2020-2025

**Prepared for: Central Otago Wilding Conifer Control
Group Inc**
By: Phil Murray Resource Management Ltd

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1. Executive Summary

- Central Otago Wilding Conifer Control Group (the group) was established in 2013 in response to mounting community concern about the impact and spread of wilding conifers in Central Otago.
- The original strategy is due to expire in June 2020. The next five-year strategy is presented here for the term 2020-2025.
- This strategy summarises the issues around wilding conifers and the case for wilding control.
- The strategy takes stock of what was achieved in the past 5 years by analysing outcomes against the original objectives included in the strategy so that we may identify where we are at in achieving the group's vision. It then summarises the changes in funding and legal framework that have occurred since the previous strategy to establish a basis on which to plan for the next five years.
- The Vision for the Central Otago Wilding Conifer Control Group is:

'Central Otago natural landscapes, areas of ecological significance and productive pastoral lands are protected from the impacts of wilding conifers'
- The vision will be achieved through setting a series of goals and objectives which enable the necessary actions to be broken into measurable and practical steps in the form of detailed work programmes.
- The goals reflect the fact that achieving the group's vision will involve achieving broader objectives than simply completing a programme of control work. This strategy recognises the need to create a community culture and mindset where wilding conifers are viewed as a threat to our whole environment and economy at all levels, individual, community, regional, and national. This will involve a greater focus on public and political engagement, community advocacy and working with regional and national stakeholders to avoid losing the gains made to date and to further progress reducing wilding spread from existing potentially controversial seed sources.
- The strengths and weaknesses of different programme governance and delivery models, as previously discussed by the group at length, is summarised within this strategy and the decision taken by the group to retain the current model is recorded.
- The current delivery of the strategy is carried out by DOC under the terms of a MOU between DOC and the group. DOC engages an independent project manager acceptable to the group who oversees all the programmes set out in this strategy including aerial and ground control contractors.
- The wilding control programme receives a large proportion of its funding from the National Wilding Conifer Control Programme that is run through MPI. That programme has its own guiding policy framework that determines project priorities in where funds are allocated. So that there is maximum alignment between the national programme and the group's programme, it is important that the group has representation at the appropriate decision-making bodies of the national programme such as at the Operational Advisory Group (OAG).
- Finally, the strategy identifies and acknowledges risks posed to the group that may hinder progress towards its vision.

2. Introduction

The Central Otago Wilding Conifer Control Group's (COWCCG) first **strategy** was written in 2014 and was for a period of 5 years expiring end June 2020. That strategy made the case for the community giving urgent attention to controlling the spread of wilding conifers in the district describing in detail the potential adverse impacts of the uncontrolled spread. This strategy briefly reaffirms that case, summarises the changes in the legal framework and financial setting that have occurred since the last strategy and reviews the progress made to date. It then records previous discussions of the group on the best governance and delivery model for applying public funds to the long term control of wilding conifers in Central Otago, sets out the vision of the group for wilding control and establishes a set of goals and objectives for achieving this vision. Finally, it sets out a detailed programme of work necessary to achieve the set goals.

3. Purpose and Scope of this strategy

This strategy applies to the geographical boundaries of the Central Otago District. Its purpose and scope is to:

- Provide guidance and co-ordination to achieve sustainable control of wilding conifers in Central Otago district.
- Review the past performance in implementing the previous five-year strategy.
- Identify the current control status of wilding conifer spread within the district.
- Establish criteria for setting priorities for control work on wilding conifers.
- Establish a programme for achieving sustainable control over wilding conifers for the next five years including public and political engagement.
- Estimate the projected costs for implementing the strategy.

4. The Issue of wilding conifers in Central Otago District

Species of conifers were introduced into Central Otago from North America and Europe by the first European settlers and gold miners in the 1860's for shelter, fuel and timber as the native vegetation that existed in Central Otago at the time provided limited value for these purposes. They were also planted as a reminder of cultural links to other parts of the world from where the gold miners and settlers came. Naseby forest was the first commercial planting established by the government as a demonstration forest from around 1900 and further expanded during the depression era of the 1930's.

The spread of wilding conifers was not widely recognised as an issue in Central Otago until sometime after the new millennium although individual landowners adjacent to Naseby forest had been battling wilding invasion for several decades by then and the issue was well known in other districts such as Queenstown Lakes and inland Canterbury from the late 1970's. The later spread of wildings in Central is not well understood but may have been associated with the reduction in rabbit numbers due to the introduction of rabbit calicivirus, the reduction in grazing intensity on unimproved grasslands and the gradual spread of mycorrhiza important to seedling establishment.

The main sources of spread within the district are from commercial forest plantations, from farm shelterbelts and from urban amenity plantings from towns such as Alexandra and Cromwell. The main species in order of frequency are *Pinus nigra*, *Pinus ponderosa*, Douglas fir, *Pinus contorta*, *Pinus radiata* and Larch, although *Pinus contorta* is by far the most vigorous spreader. Wind is the main vector of spread with evidence of seed being blown in strong Norwest winds up to 25km.

Central Otago has some unique characteristics which makes some of its most valued attributes vulnerable

to wilding conifer invasion. The impacts of the uncontrolled spread of wilding conifers are described as follows.

4.1. Landscape and Amenity Values

Central Otago has a distinctive landscape much of which is characterised by broad open tussock grasslands and shrublands with few naturally forested areas. This unique landscape is a major factor in attracting tourists to the district and is encapsulated in our tourism promotion slogan “A World of Difference”. Wilding conifers have significant adverse effects on these values.

4.2. Water Yield

Central Otago is known consistently as the driest district in New Zealand and consequently water is a scarce and valuable resource. A reliable supply of fresh water is fundamental to our economy. Studies have shown that a change in vegetation cover from tussock grasslands to forest can result in a significant reduction in water yield from stream catchments. Reductions of between 30 and 80% are estimated with the upper end of the range being observed in dryer South Island sites (Duncan MJ, 2000). This has serious implications for streams such as the Manuherikia, Taieri and Kyeburn which are particularly important for irrigation and which have a significant proportion of their catchments having the potential to be dominated by conifers in the absence of control measures.

4.3. Economic Productive values

The uncontrolled spread of wilding conifers has the potential to have significant adverse effects on the productive pastoral farming values in the Central Otago district. While wilding spread does not generally affect more intensively grazed land, more extensively grazed farmland and ungrazed conservation land has the potential to become dominated by conifers eventually displacing grazing altogether and reducing land use options. These more extensively grazed tussock grasslands are a significant proportion of Central Otago district and provide important grazing for many pastoral farming properties.

The uncontrolled spread of wilding conifer can have a significant adverse effect on tourism in Central Otago. Important tourist attractions such as the Rail Trail are marketed on the unique Central Otago landscape that is characterised by sweeping vistas of open tussock and thyme covered hills and mountains with an underlying geology of rock and folded ridges and gullies. The gradual treeing of the landscape changes the visual texture and feeling of scale experienced by the observer.

Wilding conifers in Central Otago do not result in a viable productive timber resource due to the quality of timber they produce and the cost of extracting the product to port. The biomass may contribute to carbon sequestration; however, this fact needs to be weighed against the adverse effects of uncontrolled spread.

4.4. Biodiversity and Nature Conservation Values

The uncontrolled spread of wilding conifers in Central Otago has the potential to completely displace indigenous ecosystems over large tracts of what is currently predominantly indigenous tussock grassland and shrubland within the district. It also has the potential to permanently change natural succession processes on conservation land and within extensively grazed tussock grasslands in private ownership. Protecting biodiversity and managing succession back into native species is closely related to maintaining landscape values.

Central Otago district has experienced the greatest loss of species in its dryland ecological zone than any other district with 70% of the indigenous ecosystems having been lost (Walker et al. 2009) of which only 1.9% is formally protected (Rogers et al. 2005).

4.5. Recreation/lifestyle Values

Many people come to Central Otago to live and as visitors because of the recreation opportunities that exist here. These opportunities include mountain biking, trout fishing, hunting, four-wheel driving, kayaking, walking, picnicking and landscape and heritage photography. The attraction of the outstanding landscape that exists in Central Otago is an important aspect of these recreation activities for many people. Maintaining stream flows and protecting the legibility of heritage sites is also important to recreation in the district. The effect of the uncontrolled spread of wilding conifers on these values will in turn have significant adverse effects on the quality and enjoyment of these recreation pursuits.

4.6. Environmental risk

The uncontrolled spread of wilding conifer has the potential to significantly increase the risk from wildfires. Regions in the world that have a summer dry climate like Central Otago and that have conifer forests such as Southern California are renowned for having major wildfire events. This has cost and public safety implications for the district.

5. Brief review of 2015 – 2020 strategy implementation

Before deciding on the goals for the next five years it is desirable that we take stock of what we have achieved from the previous five year strategy, what we didn't and the lessons we can take from that period.

In reviewing the previous strategy, an analyse is made of the current status of wilding conifer control within Central against the objects included in the group's constitution. An analysis is carried out of outcomes from the work programme over the past five years against the objectives that were set for each project as shown in Appendix 2. **The objects of the group are:**

a) To control and promote the control of wilding conifers in Central Otago District

The 2015 – 2020 work programme (Appendix 2) was established based on objectives that were thought realistically achievable for each specific project. There were originally 25 projects with a further 8 projects being added as a result of the priorities established by the National Programme. The overarching goal of the strategy was to achieve control of wildings to a point where landowners could realistically be expected to control them themselves.

The objectives established for each project had the following meaning;

Objective:	Criteria:
Exclusion	Where no wildings currently exist but the land is susceptible to wilding establishment.
Eradication	Where total eradication of wildings is achievable and desirable within the term of the currently funded strategy.
Progressive containment	Where total eradication of wildings is not achievable and/or desirable within the term of the currently funded strategy.
Sustained control	Where eradication of the seed source is not possible or desirable such as adjoining commercial forests, but which requires ongoing control.

Table 1: Project objective definitions.

An analysis of the outcomes from each planned project over the life of the previous strategy results in the

following:

Project Objective	No. of projects
Achieved	9
Mainly achieved	10
Partly achieved	11
Not achieved	3
Total projects	33

Table 2: Strategy 2015-2020 project outcomes

In broad terms we 'achieved' or 'mainly achieved' what we set out to in about 60% of projects and 'partly achieved' or 'not achieved' in about 40% of projects. We achieved what we set out to in only 27% of the projects.

By far the most common reason for only partly or not achieving the project objective was failure to get landowner, or landowners, to participate in the programme. Most commonly it was one landowner. The most common reason for "mainly achieved" was that there is still some follow-up to do before the control objective is achieved.

In 'total area controlled', we carried out control over a far greater area than we had originally intended. The main reason was that the priority set for the national programme was to firstly address control over the wider more extensive landscapes in contrast to the group's original plan of firstly addressing seed sources before addressing wider landscapes. The MPI strategy was probably the right one in the circumstances, particularly for saleability to politicians. However, we now still have the main seed sources to deal with and a significant area of follow-up control to do before we can say we have achieved our vision.

b) To secure funding for wilding conifer control

The 2015 – 2020 strategy estimated a requirement of \$460,000 per annum or a total of \$2.35 million over the life of the programme equating to \$120/ha controlled. This estimate was based on an ideal where funds are readily available and not a limiting factor.

Considering that we had available funding of only \$48,000 in our first year of the programme and, prior to central government coming onboard with the national programme, a budget of \$240,000 for our second year, attracting funds averaging over \$320,000 per annum over the life of the strategy or close to 70% of the total estimated control cost was an impressive achievement. We would not have achieved this without central government and regional council support. The group played an important role in engendering this support.

c) To plan, manage and co-ordinate the use of funds and resources for the purpose of wilding conifer control in Central Otago.

A review of our 2015 – 20 work programme (Appendix 2) shows that we carried out work on all but 2 planned for projects and 8 un-planned for projects. This involved contacting and gaining agreement from over 150 individual landowners. The cost of project management equates to slightly under 20% of total costs.

Given the nature of the programme's objects which involve wider goals than simply killing trees, project management costs in the order of 20% of total costs is likely to be in order, although comparison with other

similar programmes would be necessary to establish this objectively. Achieving greater scale by sharing the project manager with other districts would likely reduce the proportion of project management cost to total cost although the nature of the work dealing with reducing seed sources will tend for the cost ratio to be in the other direction.

d) To promote public awareness and knowledge of wilding conifers, their effects, and their control.

We do not have objective data on how we are tracking on this objective within Central Otago district. 'The Navigators', who are social research specialists, carried out a survey of public awareness of the wilding pine issue for MPI in June 2019. Their report arrived at the following conclusions on public awareness and knowledge of wilding conifers:

- New Zealanders knowledge of wilding conifers is low.
- There is a strong correlation between awareness and knowledge about wilding conifers and opinions on whether they are considered a problem or not.
- There is a greater awareness of wilding conifers in the South Island than the North.
- The greatest awareness is in Nelson and Marlborough whereas Otago and Canterbury have lesser but the same level of awareness.
- People in rural areas have a higher level of awareness than people in urban areas.
- There is clear evidence that public opinion about wildings conifers can be shifted in support of them being controlled with greater knowledge and awareness.

What is clear from our dealings with landowners is that there has been more agreement to them buying into the programme as the programme has progressed. The result is that there are only a few who have declined to participate. Unfortunately, in some cases these have been on properties which are a significant seed source. Eight projects have not met their objective due to one or more landowners not agreeing to participate. This equates to about 10% of landowners which is significant given the potential ongoing spread this represents. We therefore still have work to do here, although convincing all landowners may be impossible.

We have made significant progress over the term of the strategy in convincing government at all levels that wildings are a serious threat and that they should contribute funds to addressing the problem. The group has made a significant contribution to achieving this change, by running field days, participating in the NZWCG, and hosting their annual conference, writing submissions, and engaging with local politicians.

The level of awareness of wildings amongst the urban community has likely increased, probably as much a result of work done in clearing trees in obvious locations as to public engagement and newspaper articles. However, the general awareness amongst the rate paying public is probably still low. There is good reason for the group to invest in increasing awareness amongst the community in the future.

6. Background

6.1. Changes to the legal framework for wilding pine control

The legal framework in which the strategy is being carried out has proved to be a major factor in whether we achieve project objectives and ultimately our vision. The following changes have occurred to the legal framework since the previous strategy was written:

National Environmental Standard – Plantation Forestry

This standard came into effect in May 2018. The standard made commercial plantation forestry a permitted use on most Rural General zoned land conditional on certain good practise standards being met and provided the site scores less than 12 on the Wilding Conifer Calculator Index (WCCI). Sites where the WCCI is 12 or greater require resource consent for planting to occur however, the council's discretion is confined to conditions around limiting or controlling wilding spread (restricted discretionary activity).

Upon replanting, a resource consent is required if replanting is with a different species in an area with a WCCI score of 12 or more and where the previous planting had a lower risk score.

ORC Regional Pest Management Plan

This plan came into effect on 11 December 2019. The plan makes wilding conifers, Contorta, Corsican, Scots, mountain and dwarf pine and larch pest plants to be managed under Progressive Containment programmes. The effect of the rules in the plan is that new plantings of these species cannot be planted and that, where public money has been spent to control wildings, the landowner is responsible for maintaining the land clear of wilding conifers prior to them reaching cone bearing age. All landowners must maintain their land clear of wilding conifers 200 meters from the boundary of a property which has been cleared of wildings under a publicly funded wilding control programme.

The plan does not include rules requiring the removal of existing shelterbelts comprising pest plant species such as contorta but includes transitional arrangements for long term removal in the Biosecurity Strategy. The Biosecurity Strategy states that a transitional programme will be implemented within 2 years for land containing contorta pine shelterbelts and planted conifers under 1 ha to assist proactive management prior to new rules being established. A survey is to be carried out to establish a registry of shelterbelts that may act as seed sources to provide a baseline for a surveillance programme. The council will develop guidance material on identifying wildings as well as material on replacement species.

Implications of changes to the legal framework

The NES-PL significantly limits the ability of both regional and district councils to control the establishment of new plantings of conifers in the region through their regional and district plans. According to the ORC, it also constrains the council's ability to require landowners to control wildings on their land under the RPMP.

The RPMP rules only require landowners to control wildings on their land if public money has previously been spent on control, thus in effect creating a perverse incentive for landowners to enter a publicly funded control programme.

The inability for councils to make forestry a discretionary activity on most of its rural general zoned land puts considerable reliance on the Wilding Conifer Calculator Index to ensure that forest plantations are not established in inappropriate sites. There have been recent examples in Otago of consent having been granted to planting Douglas fir on sites that are clearly high risk.

The current NES-PF is a 'high trust/ high consequences' method of determining where forest plantations

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are established creating the potential for inappropriate plantings within the district. This poses a significant threat to the group achieving its vision which is accentuated by the 'Billion Trees programme' government subsidy.

6.2. Changes to public funding of wilding pine control

The National Wilding Conifer Control Programme

In December 2014, the government adopted "The Right tree in the right place: The New Zealand Wilding Conifer Strategy 2015 – 2030". Although the national strategy had been published prior to the groups 2015 – 2020 strategy, government funding was not announced to support this strategy until May 2016. The first year of our strategy programme was therefore confined to funding from regional and district councils, Central Lakes Trust, Otago Community Trust, Lotteries Commission, Transpower and landowners.

Phase 1 of the national wilding strategy provided funding of \$16 million over 4 years. The guidelines for funding contributions under that programme were as follows:

Central government (MPI)	60%
Regional and local government	20%
Landowners	20%
Total	100%

Table 3: National programme financial contribution guidelines.

The national programme is managed by MPI. In phase 1 of the programme MPI chose 13 Management Units (MU's) as priorities for funding. Of these, 3 were within, or mainly within, Central Otago district. These MU's were funded by MPI as follows:

Dunstan (2016/17)	\$186,000
Kakanui/Ida/St Mary (2016/17)	\$240,000
Lammermoor (2017/18)	\$240,000
Total central government funding	\$666,000

Table 4: MPI management unit phase 1 funding.

All programme funds were used within 3 years of the '4 year' funding period so no programmes were funded in the final year (i.e. 2018/19).

In November 2019 government announced phase 2 of the national programme, announcing funding of \$21 million over 2 years for consolidating control in previously active MU's. MPI approved the following funding:

Dunstan	\$24,000
Kakanui/Ida/St Mary (within CODC)	\$98,000
Lammermoor	\$68,000
Total central government funding	\$190,000

Table 5: MPI 'phase 2' funding by management unit for year 19/20.

Otago Regional Council

In the first year of the 2015 – 2020 strategy ORC contributed \$10,000 per annum to our group, increased to \$40,000 in the second year and to \$100,000 for the 3 years following. ORC applies a general rate for wilding pine control across all rate payers. The group has lobbied the council to increase its contribution to wilding pine control within Central Otago by increasing the general rate for wilding pine control.

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Central Otago District Council

CODC were the original financial supporters in establishing the group, meeting the cost of writing the original strategy, providing \$10,000 toward control in the first year of operations and providing staff as treasurer and financial reporting. Since then it has contributed \$20,000 annually to the group. Recently it has withdrawn treasury support requiring the group to engage its own private financial services but has indicated ongoing funding support.

Department of Conservation (DOC)

DOC was one of our original funding and support agencies, through the Community Conservation Partnership Fund (CCPF) and through providing administrative and project management support to the group. The group has a MOU with DOC for DOC to provide a Project Manager to run the group's control programme and to provide secretarial services and a venue for meetings.

DOC has taken on a greater financial and administration role than originally envisaged at the beginning of the strategy as a result of the introduction of the national programme. DOC pays contractor invoices throughout the season and aggregates these into a single invoice for the national programme fund manager (ORC) at the end of the season. This has significantly simplified financial management for the group in running the national programme.

Central Lakes Trust

CLT was also one of our original funders being of the view that the uncontrolled spread of wilding pines throughout Central Otago is a major threat to the local economy. They have however made it clear that they see their role as providing "seeding support" only to get the programme underway and that long-term funding should come from central and local government and eventually from landowners. They therefore do not form part of the current funding mix.

7. Central Otago Wilding Conifer Control Group (the group)

7.1. Its Purpose:

The Objects of the group are:

- a) To control and promote the control of wilding conifers
- b) To source funding for wilding conifer control
- c) To plan, manage and co-ordinate the use of funds and resources for the purpose of wilding conifer control
- d) To promote public awareness and knowledge of wilding conifers, their effects, and their control

7.2. Review of the role of the group in wilding pine control in Central Otago

The group arose out of concern within the community that the uncontrolled spread of wilding conifers in the district is a threat to important values which the community holds and to the economy. At the time of the groups inauguration wilding control work had been sporadic with DOC carrying out work on conservation land and on some 'hot spots' on private land but increasingly being confined by funding to conservation land.

Otago Regional Council had for a long period resisted calls to get more involved in wilding pine control and had limited its involvement to including *Pinus contorta* in its Regional Pest Plan. Landowner awareness and control activity at the time the group was inaugurated was largely limited to those

landowners on whose properties there was a serious wilding problem, some where the problem was so great they were struggling to achieve control within their own resources.

COWCCG was the first body established in the district that represented all stakeholders who were concerned about wilding pines and which was able to develop and co-ordinate a district wide control strategy. Because it had a control programme up and running at the time, it took a central role in implementing the national wilding conifer control programme within Central Otago district from its inception.

There were, and are, other models for implementing the national wilding control strategy that are used throughout the country which were considered for Otago. Due to strong advocacy by the group for it maintaining a central role in programme implementation, and with support from MPI and the NZWCG, for community groups such as ours playing a central role, the group remains the main decision making body overseeing the implementation of phase 2 of the national programme within Central.

A review of the achievements and non-achievements of the group's 2015-2020 strategy suggests the strengths and weaknesses of our current model for governance and overseeing of the strategy are as follows:

Strengths:

- The group, through its early involvement in planning for wilding control, has the best knowledge base for identifying and managing the wilding problem within the district.
- The public perception of a community group representing the community which assists landowners to address a problem on their property's aligns best with the group's vision of landowners eventually being responsible for controlling wildings themselves.
- A community group representing all stakeholders is best placed to resolve conflicts within the community between those benefiting from conifers and those meeting the cost.
- The separation of the roles of 'planning, monitoring and enforcement' under the Biosecurity Act that is clearly a regional council role, and that of project implementation has the effect of avoiding potential conflict between these roles and maintains clarity of purpose for each organisation.
- The group represents all stakeholders and these stakeholders can have real decision-making power in setting programme priorities and deciding where and how funds are spent within the district. This compares with stakeholder advisory groups who only have an advisory role.
- The group, in implementing the publicly funded wilding control programme, is best placed to provide an independent critique of the adequacy of central and local government policy framework.
- The group can receive funds from a wide range of funding agencies who see benefit in contributing to wilding conifer control in their region. Consequently, programmes can include locally funded projects in addition to nationally funded programme projects.

Weaknesses:

- The relatively small budget for wilding control within Central Otago district lacks economies of scale for project management compared to a regionally run programme.
- Programme implementation at the community group level adds another party to the 'money train' of those handling funds from central government.
- National programme management unit (MU) boundaries do not align with district council boundaries thus requiring some work projects to extend outside the area represented by the group.

The other option for the community having input into wilding control within its district is for the group representing the community to act as a 'stakeholder advisory group' to a government agency such as DOC or ORC running the programme. This option was discussed by the group's executive as part of a wider discussion with ORC and MPI in 2019 over the implementation of the National programme.

The conclusion from those discussions in light of the analysis of strengths and weaknesses of the current model provided here was that the current model of the group having direct governance control of the programme within Central Otago, including the national programme, is preferred.

Other parties have important roles in achieving sustained control of wilding conifers in Central Otago. Successful management of most pest problems requires a combination of clear and enforceable rules within the Regional Pest Management Plan (RPMP) and an implementation strategy that informs landowners about the problem and supports them in meeting their responsibilities. For this strategy to be effective will require regional council to play its role in setting rules in its RPMP that supports wilding control on private land and in monitoring and enforcing these rules.

Central government through MPI provides a majority of the funds for control. They have their own governance and decision-making structure that determines the allocation and prioritising of spend. It is critical that the group has direct input into this structure through representation on the Operations Advisory Group (OAG) and through the NZWCG representative on the Governance Group, otherwise there will be tension develop between local and national objectives.

Successful implementation of the strategy will require close co-operation between the group's contracted project manager and ORC staff in working with landowners. Success with individual landowners will come from a tactful balancing of informing landowners of their legal responsibilities and providing practical and funding support for carrying out control work. The group should continue its role of providing independent advocacy to MPI and regional council on implementing the national programme and the RPMP.

7.3. The Vision

The group's vision is for Central Otago natural landscapes, areas of ecological significance and productive pastoral lands are protected from the impacts of wilding conifers.

7.4. The Goals

1. All vulnerable landscapes within Central Otago district such as the high country and areas of landscape and ecological significance are clear of wilding conifers.
2. Wilding conifers are controlled, and seed sources are removed or reduced to a level where most landowners in Central Otago district can reasonably be expected to maintain control of wilding conifers on their properties themselves.
3. All landowners are actively removing wilding conifers prior to coning age on their land except for where there is an agreed active progressive containment or sustained control plan.
4. No new infestations of wilding conifers are occurring.
5. Remaining sources of spread have an active plan for their removal or mitigation.
6. There is a high level of knowledge, understanding and commitment amongst landowners, government agencies and communities in maintaining the landscape free of wilding conifers.

7.5. The Objectives

1. There is a fully funded and co—ordinated control programme for wilding conifer control within Central Otago district that most effectively applies available funds to achieve the group's vision.
2. There is a legal framework that supports the groups goals which is actively supported by the appropriate government agencies.

3. Forest owners have taken all practical steps to minimise seed rain from their forests and no new forests are planted in high risk sites.
4. Urban landowners and district councils are taking active steps to reduce the seed rain from their land onto adjacent vulnerable lands.
5. Landowners are removing inappropriate shelterbelts (due to either siting or species) and are replanting with appropriate species that are well sited.
6. Landowners who have a significant presence of wilding conifers on their properties are actively participating in a publicly funded control programme.
7. Landowners who do not have a significant level of wildings on their properties are actively carrying out periodic wilding removal prior to trees reaching cone bearing age.
8. There is an increased level of public awareness of the adverse effects of wilding conifer spread that leads to greater action amongst private individuals in wilding control and support for public funding of wilding control programmes where this is needed.

8. Criteria for establishing control priorities

The criteria adopted for the 2015-2020 strategy was "cost effectiveness" (i.e. best bang for buck) with consideration given to spread threat, significance of the threatened environment, willingness of the landowner and who the financial contributors are.

The national programme has adopted the criterion of prioritising currently active management units (MU's) over non active units. This has sometimes meant that funding of often expensive and controversial seed sources in active MU's occurs ahead of funding urgently required work on inactive MU's where a small amount of money spent now could save significant costs in the future (i.e. a stitch in time). The justification for this criterion is that it provides proof that goals can be met.

Although the group is subject to priorities set by MPI for the national programme, there is good reason for the group maintaining its own criteria for deciding project priorities. It makes little sense in completing final control objectives in some MU's that may entail lengthy and expensive removal of seed sources when, with the same funds and immediate action, major threats from spread can be averted within previously inactive MU's.

Criteria to be adopted for establishing project priorities for COWCCG projects shall be as follows:

Principal criteria	Cost effectiveness in achieving the overall vision of the group.	This will be determined by the group's executive on an annual basis balancing the \$ cost of each project against the other considerations.
Considerations	\$ Cost	The total \$ cost of achieving the project objective.
	Level of threat averted	The highest priority will be given to projects that avert the highest potential adverse impact.
	Public visibility	Higher priority may be given to projects that have a high public profile and therefore gain the benefit of increasing public awareness and support.
	Willingness of landowner	Higher priority may be given to projects where there is a high level of landowner willingness and

		commitment.
	Financial contributors	Higher priority may be given to projects where the landowner is prepared to make a greater financial contribution.

Table 6: Criteria for establishing project priorities.

9. Implementation

9.1. Delivery management model

As applies to the governance model (discussed under 6.2), there are several models that could be adopted by the group for implementing this strategy. The current model has the group having effective governance responsibility for the strategy and for approving and overseeing the annual work programmes. Programme delivery is carried out by DOC under the terms of a MOU where DOC contracts a project manager acceptable to the group and engages individual ground and aerial contractors. The effect of the MOU is to make the Project Manager accountable to the group.

The strengths of the current group/DOC model for managing implementation of the strategy are as follows:

- The public perception is that it is the group representing the local community managing the control programme and not some outside agency. It is seen as the community helping its residence to address their problem which supports the goal of landowners eventually being responsible for controlling wilding pines themselves.
- The MOU between DOC and the group makes the project manager accountable to the group for achieving programme goals therefore making a short link between governance and implementation and providing authentic stakeholder engagement.
- It avoids the group taking on the cost and responsibilities of being an employer and engaging contractors while taking advantage of DOC's systems and expertise in this area.
- It provides for ease of co-ordination between local, DOC and national wilding control programmes and avoids duplication.

Other models the group has considered for managing programme implementation are:

- The group employing its own project manager
- The group contracting a project manager
- DOC project managing the operation using its own staff
- ORC project managing the operation and COWCCG acting as a stakeholder group.

The group considered its options for managing its own programme early in its existence and decided on the current model. It again reviewed its role in programme implementation in 2019 as part of discussions with ORC and MPI on the implementation of the national programme. For the reasons listed above the executive resolved to retain its existing model of retaining DOC in programme delivery subject to the MOU the group has with DOC.

9.2. Control programme

The overall strategy goals will be met by achieving objectives for individual projects associated with those goals. Detailed work programmes have been established as part of this strategy (Appendix 3) with realistic objectives established for each project. Objectives that are realistically achievable for each project will depend largely on the funds available and whether that project is within a MU included in the national

programme. Consequently, project priorities and objectives will be strongly influenced by the national programme.

The project manager shall provide an annual work programme and budget at the commencement of each financial year for approval by the group's executive. These will need to be co-ordinated with plans and budgets for the national programme approved by MPI.

The broad approach adopted for the district has been to firstly confine the area effected by wildings by removing outlier spread, particularly that on vulnerable landscapes, then confining and where possible removing seed sources. The main sources of spread within Central Otago are as follows:

- Forest plantations
- Farm shelterbelts
- Urban amenity planting

Reducing seed rain from forest plantations will require engagement with forest owners to encourage the removal of particularly spread prone species such as *P. contorta* from plantations and to plant non-spreading species around plantation margins.

Reducing seed rain from farm shelterbelts will require engagement with landowners to seek the removal or replacement of some shelterbelts, particularly *P. contorta* in take-off sites. This process should involve working with ORC staff in their work implementing the RPMP and Biodiversity Strategy.

Reducing seed rain from urban areas will require engagement with CODC in their planning and management of council land and in granting of resource consents. Community engagement will be required to encourage communities to transition their plantings from conifers into non-spreading species.

9.3. Co-ordination

For the group to meet its goals will require a high level of co-ordination, amongst private and public interests and between agencies and landowners. Lack of a co-ordinated response has been the single biggest factor that has undermined previous efforts.

The groups work programme implementation will require co-ordination with the following parties:

MPI in the National Wilding Conifer Control Programme
 ORC's in the Regional Pest Management Plan & Biodiversity Strategy
 DOC's Weeds Programme on conservation land
 CODC's responsibilities for landscape protection and biodiversity under the RMA
 NZ Forest Owners Association in establishing new and reshaping existing plantations
 Individual landowners, in their aspirations and responsibilities

Co-ordination will require regular contact and communication with these parties by the project manager and may involve attending MPI Operational Advisory Group meetings and others. Many of the MPI management units (MU's) extend across district and regional council boundaries. This will require regular communication and co-ordination between project managers to achieve efficiency.

9.4. Advocacy

The group has an important role as independent advocate for the community in promoting public funding for wilding control and for an appropriate legal framework that supports its goals. As the group represents a range of stakeholders within the community, it is well placed to provide a community perspective in making submissions.

Preparation of submissions on consultation over local and central government planning and policy should be a task for the project manager. The chairperson and executive members have an important role in advocating for wilding tree control in their community and in public forums.

9.5. Public Engagement

Social research has shown that there is a clear correlation between knowledge and awareness of the wilding pine issue and support for wilding pine control. It also shows that the level of public awareness of the issue is low, although it is higher in localities where wilding pines are an issue. There will also be a correlation between public opinion about wilding pine control and support for or acceptance of a rate for wilding control. A public opinion survey by ORC in 2018 showed strong public concern about the spread of wilding pines which in turn lead to the council levying a specific rate for funding wilding pine control.

The group is well placed to engage with the public on the issue of wilding pine control as it will be perceived as a message from within the community. Public engagement is a specific task for the project manager who should include specific actions for public engagement in its annual work programme. The following methods for public engagement should be considered:

- COWCCG web site
- Permanent and temporary signage at work sites
- Field days
- Presentations to groups/schools etc
- Media articles
- Landowner visits
- Volunteer workdays

9.6. Monitoring and reporting

The national wilding control programme requires that a record of all infestation and control areas be recorded on the LINZ Wilding Control Information System (WCIS). MPI also requires monthly reporting on national programme work. It is the responsibility of the project manager to carry out this task.

The group executive requires regular (at least bi-monthly) reports on the progress of the annual programme. This requires that the project manager record appropriate physical and financial data on programme works at a regular basis so he can deliver regular updates to the executive.

Monitoring and reporting will require that the project manager collect regular GPS data on all control work completed. This should include GPS data points of all trees killed by ground control, track lines of boom spraying and flight paths of helicopters carrying out lancing or skid hopping operations. A record of species controlled should also be gathered. Reporting will require that the project manager run a GIS computer system for tracking, managing, and reporting on the annual programme.

Financial management and reporting will require that the project manager maintain a spreadsheet financial budgeting and cost recording system to provide up to date information on the group's financial position on an ongoing basis.

9.7. Risks

The following are identified as risks to the programme achieving its goals and will require attention by the group's executive and stakeholders:

Insufficient funds

Central government has come on board with funding through the National Wilding Conifer Control Programme supported by funding from ORC and CODC. Provided we keep the issue of the threat that wilding pines pose foremost in the public and political mind, this funding looks likely to continue. Investing time and resources in public and political engagement will be necessary to ensure this funding continues to a point where we have achieved the group's vision.

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Lack of landowner/stakeholder buy-in.

This is the one area where a review of the last 5-year strategy suggests we may be falling short and which is necessary for achieving enduring long-term control. Our community driven implementation approach will be a critical factor in managing this risk but will need active involvement of the community in the group, particularly from farmer landowners.

Removing seed sources and follow-up control are the two critical areas requiring landowner buy-in. Experience has shown that a small number of landowners can undermine the success of a programme if those landowners property's contain important seed sources for spread. Achieving success in these areas will take the co-ordinated effort of regulatory agencies working alongside the project manager to get all landowners with wildings to participate in a control programme.

New sources of spread

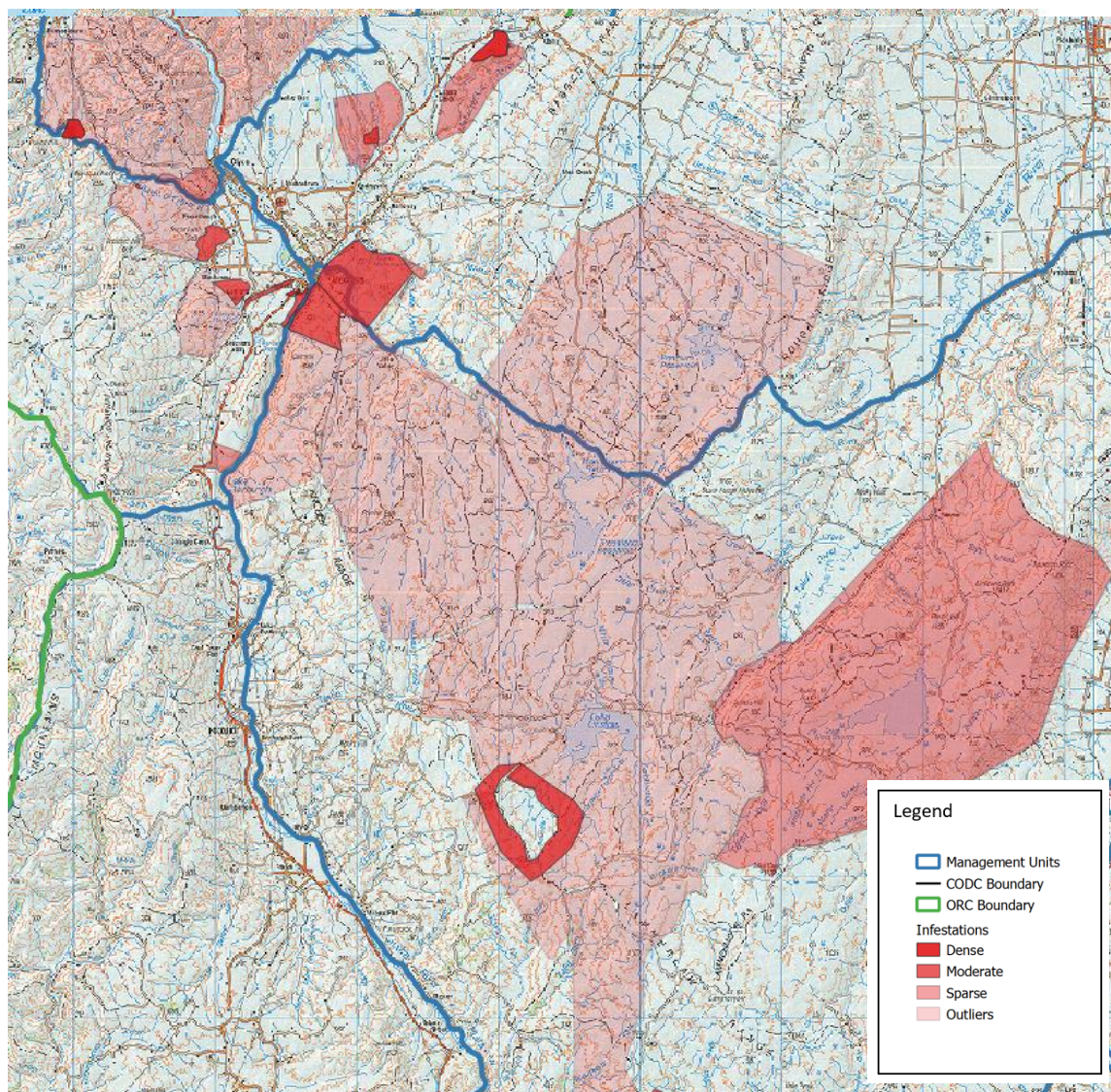
This threat remains significant while we have a relatively weak legal framework around the ability to manage the establishment of new plantation forests. Lobbying central and local government on this issue will be necessary to effect change here. Allowance should be made in the annual budget for an aerial survey to monitor progress in control work and to identify any new spread.

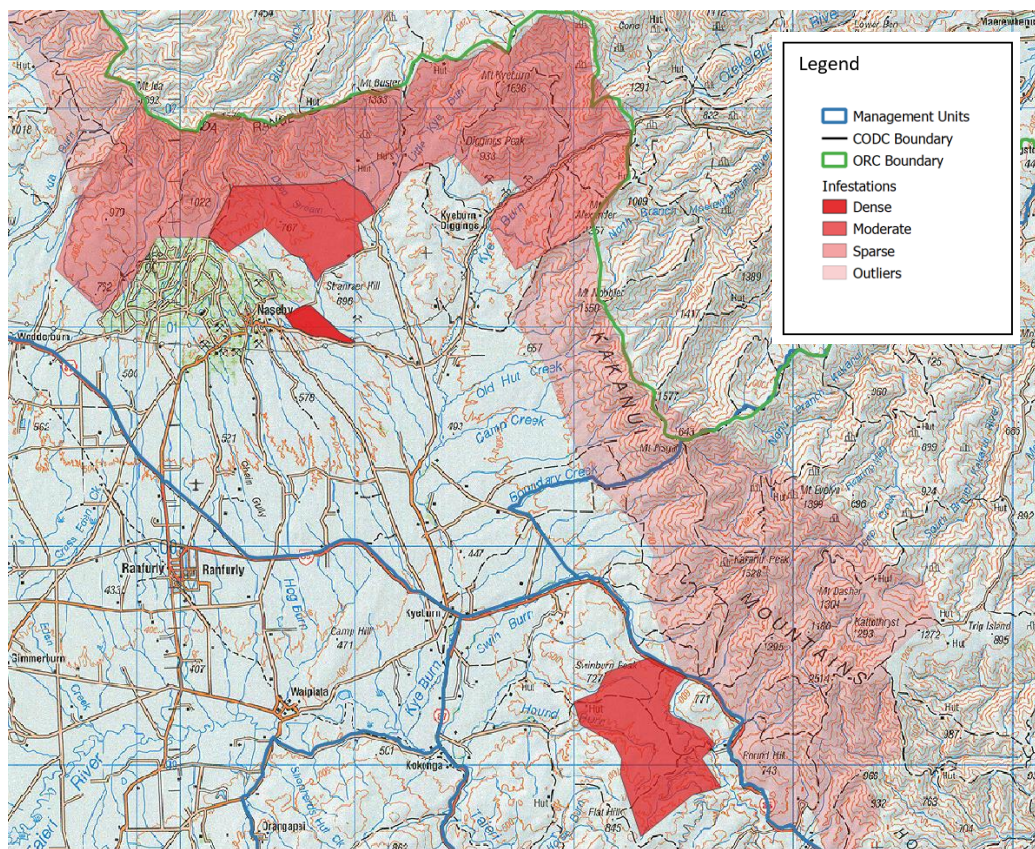
Poor operational delivery

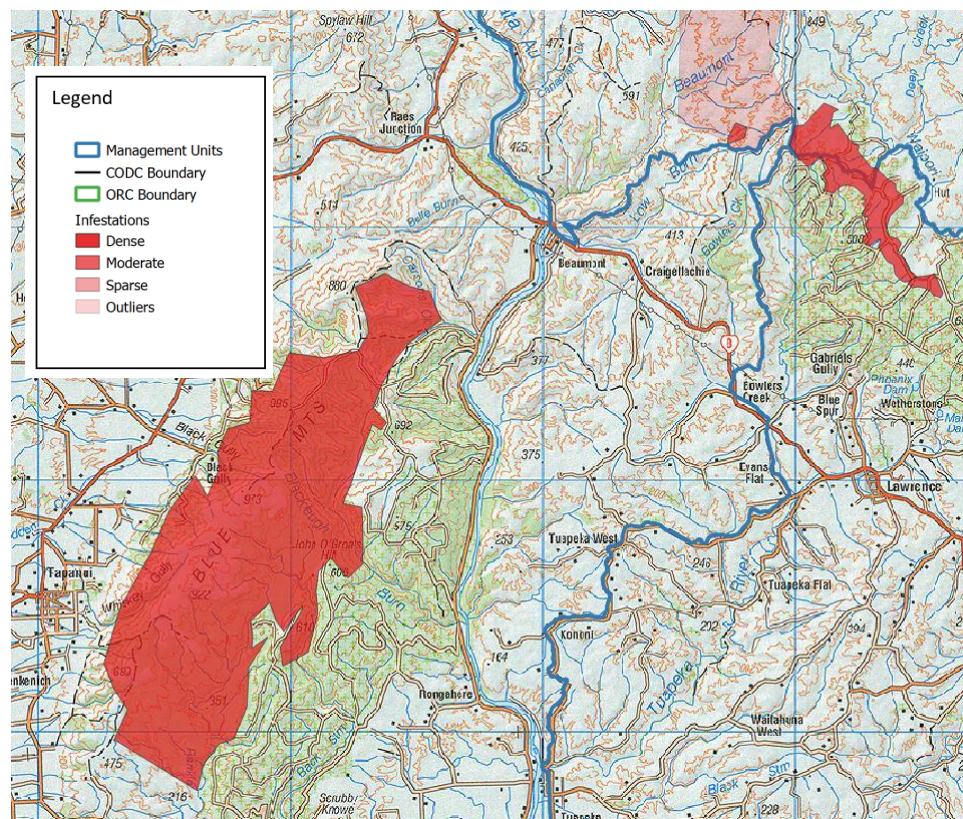
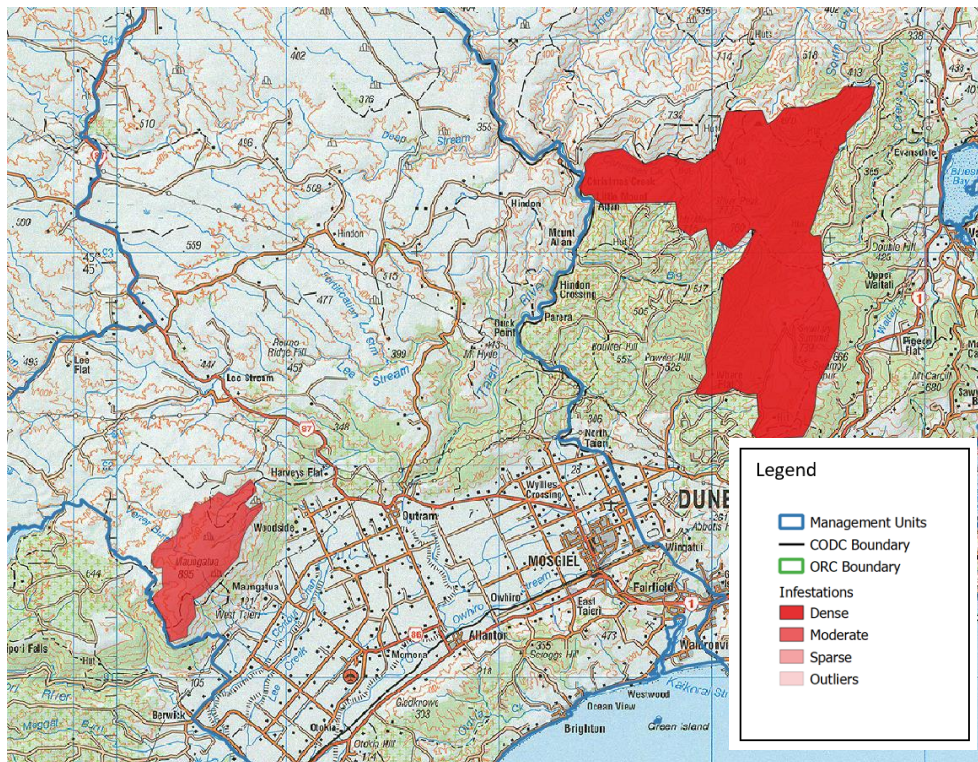
Cost efficient and effective operational delivery will require a governance and management structure that provides clear measurable goals, a culture focused on outcomes and a sound system of monitoring and reporting between the Project Manager and the group's executive. The programme could benefit from periodic independent review.

Appendix 1

Maps showing extent of wilding conifer spread within Central Otago District







Appendix 2

Detailed Work Programme 2015 – 2020 Reviewed

Project Name	Objective	Total Area budgeted (Ha)	Actual area controlled	Total Budgeted Cost	Actual cost	Original Priority	Objective met?	Explanation
Naseby	Sustained control	5878	7000	\$ 794,000	\$ 138,931	V high	Mainly achieved	The area controlled is larger and cost significantly less than budgeted due to the spread being wider and the denser areas of spread remaining. 100ha of dense spread is proposed for control with the balance being surrounded by developed land and therefore not considered a priority.
Danseys Pass	Progressive containment	700	750	\$ 128,000	\$ 72,636	V high	Mainly achieved	Main difference was control was carried out cheaper than budgeted. Still outliers to be controlled and seeding trees to be removed from reserve and surrounding hotel.
Kakanui Range	Eradication	2939	35200	\$ 35,000	\$ 200,356	V high	Mainly achieved	Closer examination once control work commenced showed far more extensive wilding spread than anticipated. Follow up control is required to cement gains made to date. Ongoing seed rain from Naseby forest

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								means that this objective may not be realistic.
Pigroot	Eradication	1239	4300	\$ 35,000	\$ 77,648	High	Partly achieved	Again, closer examination showed there to be more wilding spread than anticipated. Follow up control is required to cement gains made to date.
St Bathans	Progressive containment	472	272	\$ 237,000	\$ 22,960	High	Mainly achieved	Decision to confine area of control to country capable of pasture improvement justified, hence less cost and area than budgeted. Required follow up control and oversowing and topdressing.
Hawkdun Runs	Eradication	116	726	\$ 3,000	\$ 57,265	Medium	Achieved	Major cluster from spread from plantation more widespread and costly than anticipated. Good control achieved.
Upper Manuherikia	Eradication	155	9342	\$ 18,000	\$ 18,457	High	Mainly achieved	Spread wider than anticipated however achieved within budget. Eradication achievable but only when the P. ponderosa trees are removed from around huts at entrance to Oteake conservation area.
Cambrian	Sustained control	128	393	\$ 153,000	\$ 13,165	Low	Achieved	Control was confined to spread onto the Dunstan Range within Cambrian Hill and a 20-ha block adjacent to this property with Dunstan Burn. Achieving

								this objective will require regular ongoing control by these landowners.
Pennyweight Ridges (Wedderburn)	Eradication	23	0	\$ 2,500	\$ -	Low	Not achieved	The landowner here (Ben Hore, Blackstone Hill) was not interested in participating in a control programme. Prevailing spread is toward developed land, so priority correct.
Little Valley Matangi Riverside	Progressive containment	5348	3178	\$ 160,000	\$ 178,213	Medium	Partly achieved	The original area assessed was correct however one property, Riverside, would not agree to participate in the programme. Consequently, spread area and cost would have increased.
Manorburn	Sustained control	3	78	\$ 1,500	\$ 13,178		Achieved	The original area assessed accounted for containment of spread from a plantation which on closer required removal and had spread significantly.
Roxburgh Gorge/ Flat Top Hill	Eradication	347	1567	\$ 8,675	\$ 12,650	Medium	Partly achieved	This area was expanded to include trees on takeoff sites south of Flat Top Hill at Fruitlands. One property declined to participate so a seed source remains.
Chapman Road	Sustained control	88	0	\$ 22,000	\$ -	Low	Not achieved	An attempt was made to get buyin from the numerous properties here however despite many wishing to participate, not enough consensus existed to warrant investment.

Conroys/ Blackmans Rds	Progres- sive con- tainment	358	315	\$ 28,000	\$ 15,556	Low	Achieved	Despite two landowners not participating, good progress was made toward the objective.
Strode Road	Eradica- tion	394	341	\$ 77,000	\$ 26,172	Low	Partly achieved	Despite one landowner not wishing to participate, good progress was made toward the ob- jective.
Picnic Creek	Sus- tained control	689	400	\$ 34,000	\$ 26,149	Medium	Achieved	Good progress was made to- ward the objective with signifi- cant follow up of seedlings re- quired by the project manager on his bike rides.
Fraser	Sus- tained control	175	2948	\$ 44,000	\$ 15,848	Medium	Achieved	Good progress was made to- ward the objective with some follow up required as seeding trees had been present.
Dairy - Robertsons Creek	Eradica- tion	340	340	\$ 2,000	\$ 2,000	Medium	Achieved	The major infestation was dealt with by local and F&B volunteer day with follow up by project manager. The area now ap- pears clear.
Cornish Point/ Brew- ery Creek	Eradica- tion	8	13	\$ 16,000	\$ 5,700	Medium	Partly achieved	Mature trees were removed on LINZ administered CL at Cor- nish Point but getting consen- sus amongst landowners at Brewery Creek is proving diffi- cult.
Roaring Meg	Eradica- tion	348	?	\$ 5,000	?	High	Partly achieved	As WCG were responsible for removing the D. firs at Roaring Meg they have taken on remov- ing the spread from them within CODC. There is still work to be

								done here that is included in the national programme.
Hawksburn	Sus-tained control	1022	303	\$ 32,000	\$ 9,655	Low	Partly achieved	Work was carried out here to confine the spread, however the landowner of the main seed source, Hawksburn Station, has declined to participate in the programme.
Nevis	Eradica-tion	1150	?	\$ 5,750	?	High	Mainly achieved	WCG and DOC took on removing trees from this area. Seed-ing trees have been removed but follow-up is required.
Two Mile	Eradica-tion	144	3086	\$ 750	\$ 6,567	High	Achieved	A plantation and shelter trees were removed as a main seed source and outliers removed over a large area.
Dunstan Mtns/ Cairn-muir	Eradica-tion	570	84147	\$ 5,700	\$ 107,851	High	Mainly achieved	The original intent had been to confine control to the main seed sources; however, the national programme provided additional funding and required a priority be given to removing scattered trees from the wide landscapes. Hence a far greater area was covered, and funds spent than budgeted.
Ripponvale	Eradica-tion	39	0	\$ 1,000	\$ -	Medium	Not achieved	No attention was given to this area due to the National Programme MU boundaries making WCG responsible for this area. They have this area in their 19/20 programme.

Beaumont	Eradication		4045		\$ 21,543	These areas were not included in the original programme but were included as part of Lammermoor MU under the National Programme. MPI provided 60% of the funding hence these projects were given priority.	Mainly achieved	Several clusters of P. contorta boom sprayed with follow up required
Castle Dent	Sustained control		577		\$ 26,292		Partly achieved	Numerous clusters of P. contorta boom sprayed with follow up required
Glendhu	Progressive containment		529		\$ 63,501		Partly achieved	Ongoing severe spread of D fir from Rayonier forest into conservation area
Waipori	Sustained control		3467		\$ 1,913		Mainly achieved	Limited but ongoing spread from Glendhu forest
Deep Stream	Eradication				\$ -		Achieved	DOC has previously controlled here so few trees
Loganburn/Rock & Pillar	Eradication		15120		\$ 50,601		Partly achieved	Ongoing spread of contorta from farm shelterbelts in the Styx locality.
Poolburn/Manorburn/Onslow	Eradication		14095		\$ 6,642		Mainly achieved	Low numbers, however new and increasing spread from Onslow D fir forests.
St Mary/Ida/ Lindis	Eradication		128138		\$ 76,182		Partly achieved	This project is outside CODC boundary, however, is within the Mt Ida/Kakanui MU for the national programme which our group was tasked to manage. It was therefore not budgeted for.
Totals				\$ 1,848,875	\$ 1,267,631			

Project Management costs				\$500,000	\$310,000		Av budget cost/ha	Average actual cost/ha
Total Programme Cost		19748	320670	\$ 2,348,875	\$ 1,577,631		\$ 118.94	\$ 79.89

Appendix 3

Strategic Work Programmes to achieve objectives 2020 – 2025

1. Wilding control programme

Broad scale control implementation programme 2020-2025. To be reviewed annually to form the annual work programme and is largely dependent on National Programme funding confirmation.

Five Year Programme Budget

Management Unit	Goal	Size (ha)	19-20	20-21 total	21-22 total	22-23 total	23-24 total	24-25 total	Total over 4 years
Lammermoor									
Glendu	Sustained Control	450		\$ 70,000	\$ 70,000		\$ 50,000	\$ 20,000	\$ 190,000
Riverside	Progressive containment	6358		\$ 75,000			\$ 30,000		\$ 105,000
Onslow forests	Sustained control	5355			\$ 26,775		\$ 26,775		\$ 53,550
Onslow	Exclusion	44041							-
Castle Dent/Beaumont	Eradication	6433		\$ 34,000			\$ 15,000		\$ 49,000

Loganburn	Eradication*	43288		\$ 20,000			\$ 33,806		\$ 53,806
North rough ridge (emerald hills)	Exclusion				\$ 5,000				
Survey flight				\$ 2,000	\$ 2,000				\$ 4,000
Total for Lammermoor				\$ 199,000	\$ 101,775		\$ 155,581	\$ 20,000	\$ 476,356
									-
St Mary/Ida									-
Naseby	Sustained control	2847	\$ 40,000	\$ 200,000			\$ 50,000	\$ 50,000	\$ 250,000
Danseys pass (and reserve)	Eradication	7673		\$ 20,000				\$ 10,000	\$ 20,000
Danseys Pub	Progressive Containment	25		\$ 25,000	\$ 25,000				\$ 50,000
Kakanui (technically Waitaki)	Eradication	19773					\$ 20,000		\$ 20,000
Pennyweight hill	Eradication	275		\$ 15,000					\$ 15,000
St Bathans	Progressive containment	374	\$ 5,000	\$ 20,000			\$ 5,000		\$ 25,000
Ida Range	Exclusion	9181		\$ 20,000	\$ 46,000				\$ 66,000
Manukerikia (2 mile)	Exclusion	3370			\$ 5,000				\$ 5,000
Hawkduns/St Bathans Ranges	Exclusion	42635							-
Survey flight				2000			\$ 2,000		\$ 4,000
Total for St Mary/Ida			\$ 45,000	\$ 302,000	\$ 76,000		\$ 77,000	\$ 60,000	\$ 515,000

CO Wilding Conifer Control Strategy

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Dunstan									-
Bendigo	Eradication					\$9,450.00			
Cambrian Hills	Eradication	503			\$ 5,000				\$ 5,000
Dunstan Mtns	Eradication	83035			\$ 10,000				\$ 10,000
Cairnmuir	Eradication	11660			\$ 10,000				\$ 10,000
Hawksburn	Progressive Containment				\$ 36,000			\$ 20,000	\$ 36,000
Crown land lake Dunstan		151		\$ 60,000					\$ 60,000
Cromwell gorge (dairy creek/champagne gully)	Eradication						\$ 5,000		
Picnic Creek	Progressive Containment	540		\$ 11,500				\$ 7,000	\$ 11,500
Ripponvale	Progressive containment	914			\$ 40,000			\$ 10,000	\$ 40,000
Survey flight					\$ 10,000		\$ 2,000		\$ 12,000
Total for Dunstan				\$ 71,500	\$ 111,000	\$ 9,450	\$ 5,000	\$ 37,000	\$ 233,950
									-
Rough Ridge									-
Chatto Creek	Progressive containment	1895			\$ 6,000	\$ 7,500			\$ 13,500
North Rough Ridge	Exclusion	25384		\$ 10,000					\$ 10,000
Poolburn	Exclusion	30255							-

Manorburn (little Valley)	Eradication	150		\$ 30,000				\$ 10,000	\$ 30,000
The cutting, Omakau	Eradication	300		\$ 10,000			\$ 6,000		\$ 16,000
Olig Station (Chatto Creek)	Eradication	1700			\$ 10,000			\$ 6,000	\$ 10,000
Matangi	Progressive Containment	2412		\$ 40,000			\$ 12,000		\$ 52,000
Survey flight				\$ 2,000			\$ 2,000		\$ 4,000
Total Rough Ridge				\$ 92,000	\$ 16,000	\$ 7,500	\$ 20,000	\$ 16,000	\$ 151,500
									-
Alexandra									-
Strode Road	Progressive Containment	340		\$ 24,000			\$ 5,500		\$ 29,500
Chapmans	Progressive containment	110		\$ 10,000				\$ 5,000	\$ 10,000
Conroys	eradication	248			\$10,000			\$ 5,000	\$ 10,000
Lower Fraser	Progressive containment	544		\$ 9,000					\$ 9,000
Earnsclough Station	eradication	2012		\$ 5,000					\$ 5,000
Roxburgh gorge				\$ 10,000					\$ 10,000
Half Mile	Progressive containment	106		\$ 20,000				\$ 10,000	\$20,000
Survey flight									-

Total for Alexandra				\$ 78,000	\$ 10,000	-	\$ 5,500		\$ 93,500
East Otago									-
Pigroot	Eradication	1427				\$14,270			\$ 14,280
Total for East Otago						\$ 14,270			\$ 14,270
Dunedin									\$-
Maungatua	Progressive containment	1815		\$ 60,000	\$ 59,400		\$ 36,000		\$ 155,453
Total for Dunedin				\$ 60,000	\$ 59,400	-	\$ 36,000		\$ 155,400
Project Management			\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 400,000
Total per year			\$125,000	\$ 882,500	\$454,175	\$ 111,220	\$ 379,081	\$213,000	\$2,039,976

2. Legal Framework

The below table sets out the mechanisms and frequency upon which COWWCG will engage with and submit on legalisation to promote a robust legal framework to support our work in controlling wilding conifers.

Action	Frequency
Submit on annual plans of ORC and CODC	Annually
Submit on Long term plans ORC and CODC	3 yearly LTP reviews occur in 2021 and 2024 for CODC and ORC within the life of this strategy
Submit on local plan changes	As required
Engage councillors of ORC and CODC on a field trip	Annually.
Engage through letters with cabinet ministers	Annually each February prior to budget
Submit on relevant central government legalisation changes, e.g. National Environmental Standards	As required

3. Forestry engagement

To make meaningful gains in reducing seed rain from forests onto surrounding landscapes, we need to engage the forestry sector and stakeholders to take wilding conifer spread from forests seriously. and therefore, make long-term decisions about the sustainability of the current forestry model, especially in their approach to wildings.

COWCCG will do this through:

- Working with regional councils to support their ability to implement the NES-PF
- Working with forests to implement their own wilding conifer control programmes including transitioning high-risk plantation species and/or planting buffers.
- Including foresters as major stakeholders when preparing for and undertaking control on conservation areas directly adjacent to forests.

4. Urban conifer engagement

Conifer trees within our urban environments, including on district council parks and reserves, are a significant seed source. To establish long-term wilding control, COWCCG needs to engage with the urban population.

Submit will do this through:

- Submitting on changes to local council parks, reserves, and district plan changes
- Identifying strategic areas within urban environments for local council to focus on.
- Promoting the awareness of conifers to target council and urban population audience.
- Educating the urban population on the need for constant wilding control in areas where a decision may be made to leave trees for a justified reason (e.g. shelter, recreation, wood harvest)

5. Inappropriate shelterbelts

Otago Regional Council have indicated that they will take the lead on shelterbelts contributing to the wilding conifer issue (namely *P. contorta* shelterbelts) We will continue to work with ORC to implement their biodiversity strategy, which outlines a process of establishing an environment where the replacement of these shelterbelts is considered necessary.

6. Landowner programme engagement

Encourage participation of all landowners into the programme from the project manager, and exec alike, through regular communication and education on the effects of wildings.

7. Handing back to landowners

At the end of this 5-year strategy it is expected for most of the district to be at or near a point where landowners can reasonably be expected to take on the cost of control themselves. To prepare for this, the following steps are proposed:

- Establish a model to 'hand-back' control to landowners
- Have resources available and circulated to allow landowners to control low-density or small infestations without the financial support of the group.
- Continue to monitor level of wildings in Central through a 2 yearly survey flight
- Work with regional council and other agencies to take any necessary paths of enforcement

8. Public awareness

Ultimately the success of the wilding conifer programme is when we have the community with us the entire way. We will assist this through the following channels of public advocacy and publicity

- Website (including updates)
- Brochure
- Newsletter to COWCCG group
- Newspaper articles
- Community group presentations (e.g. to business group, local restoration group, schools etc)
- Signage
- Word of mouth

Appendix 4

Project Manager estimated annual time budget

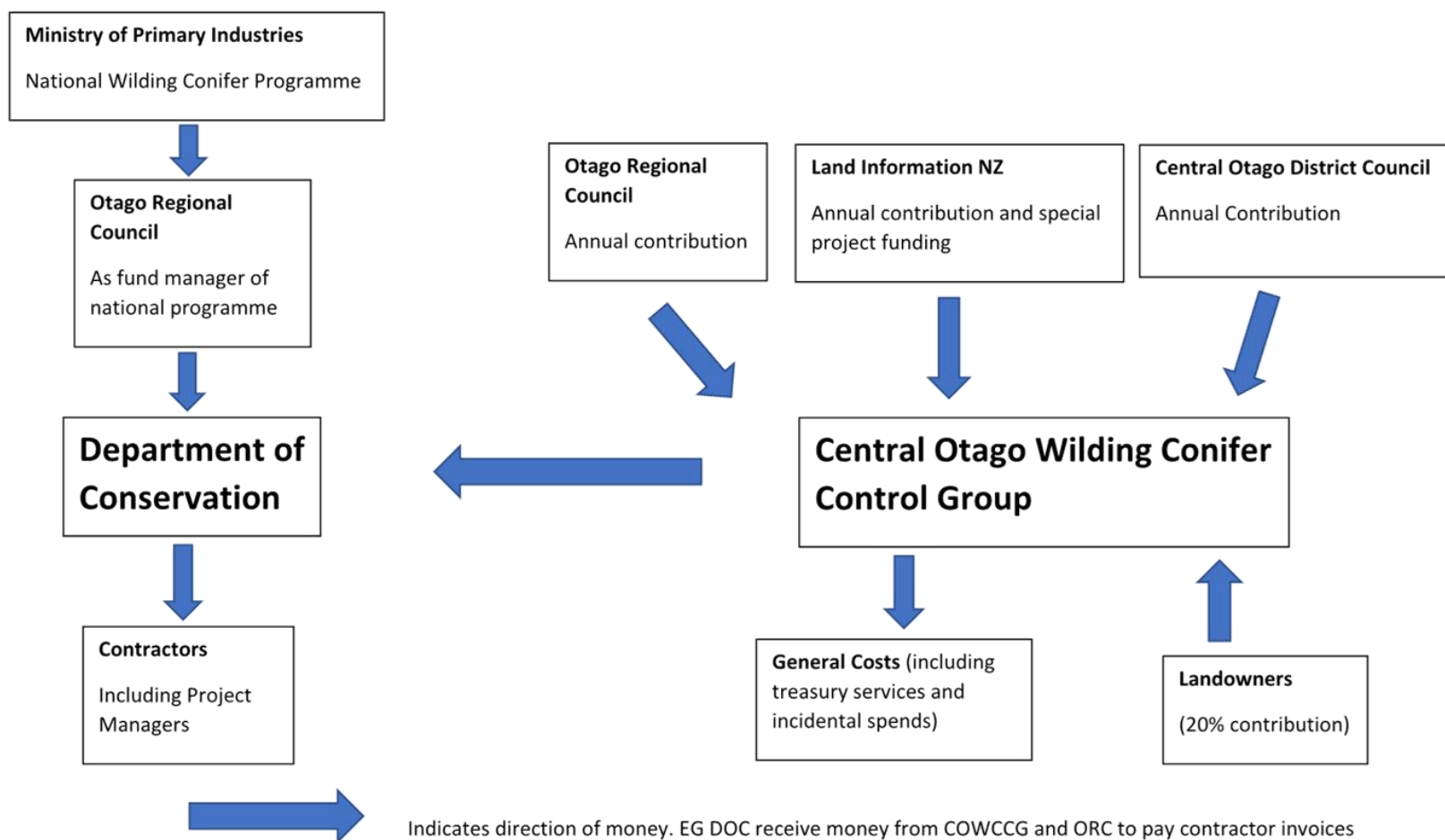
Managing specific projects	200
Non-specific project management	200
Volunteer management	10
Compliance with H&S	40
Planning & Budgeting	200
Reviewing & monitoring	12
Data entry (WCIS)	46
Reporting (to MPI/ORC/COWCCG)	20
Preparing submissions	10
Relationships/liasing with agencies	150
Public engagement	100
Funding/funding proposals/applications	50
Administration/servicing COWCCG	150
Contract Tendering	12
Total Hours	1200

Appendix 5

New Zealand Wilding Conifer Management Strategy guideline cost share model;

	Preventing Spread across boundaries		Control of wildings within one private property	
Legacy plantings and legacy wildings	Neighbouring land occupiers who change land use to reduce grazing pressure	10%	Land owners/occupiers who have wildings within property	40%
	Land occupier/owners who have wildings beyond their property	10%		
	Central government	35%	Central government	30%
	Regional government	30%	Regional government	20%
	Neighbouring land occupiers/owners	15%	Neighbouring land occupiers/owners	10%
Post-1990 RMA plantings	Neighbouring land occupiers who change land use to reduce grazing pressure	10%		
	Land occupier/owners who have wildings beyond their property	10%		
	Central government	35%		
	Regional government	30%		
	Neighbouring land occupiers/owners	15%		
Future plantings of high-risk species	Land occupiers who plant high risk species	80%		
	Neighbouring land occupiers who change land use to reduce grazing pressure	10%		
	Central government, Regional government, neighbouring land occupiers/owners	10%		

Central Otago Wilding Conifer Control Group Funding Flow Diagram





Wilding Conifer Control Policy

Department:	Parks and Recreation
Document ID:	<CentralDocs ID>
Approved by:	Council 6 July (TBC)
Effective date:	July 2022
Next review:	July 2024

Purpose:

To provide guidance on Council's approach to managing wilding conifers on council owned or managed land.

Principles and objectives:

Council recognises its obligations as a landowner to pro-actively manage the spread and eradicate wilding pines, and to give effect to the Otago Regional Pest Management Plan 2019.

This recognition reflects:

- That Council displays leadership to control the spread of wilding conifers.
- An acknowledgment that wilding conifers on Council owned or managed land are contributing to the spread of wilding conifers on nearby properties (which in turn hinders the ability of those landowners to control the spread of wilding conifers).

Scope:

This policy applies to council owned and managed land including (but not limited to):

- Recreation reserves, local purpose reserves, historic reserves, scenic reserves, and road reserves.

This policy does not apply to council owned or managed commercial forestry blocks, with the exception that:

- Council will pro-actively manage any spread onto neighbouring land.
- Council will give consideration to replanting forestry blocks with a species with less propensity to spread.

Definitions:

Wilding is the term used for the natural regeneration or self seeding spread of introduced trees, occurring in locations which are not managed as forests or plantations.

Within New Zealand the term is generally applied to the following species of conifers;

- Bishops pine (*Pinus muricata*)



- Contorta (lodgepole) pine (*Pinus contorta*)
- Corsican pine (*Pinus nigra*)
- Douglas fir (*Pseudotsuga menziesii*)
- Larch (*Larix decidua*)
- Maritime pine (*Pinus pinaster*)
- Mountain pine and dwarf mountain pine (*Pinus mugo* and *P. uncinata*)
- Ponderosa pine (*Pinus ponderosa*)
- Radiata pine (*Pinus radiata*)
- Scots pine (*Pinus sylvestris*)

Policy:

Operational context:

The New Zealand Wilding Conifer Management Strategy 2015-2030 identifies that wilding conifers are a serious and pressing established pest in New Zealand.

The Kai Tahu ki Otago Natural Resource Management Plan 2005 specifies that the spread of exotic wilding trees and other woody weeds is an issue which adversely affects cultural landscapes.

The Otago Regional Pest Management Plan 2019 classifies wilding conifers as a pest.

Within Central Otago wind is the main vector of spread with seed generally being blown in strong Norwest winds up to 25km from source plantations. Once established wilding conifers aggressively spread further afield. As a result, delays in deploying effective controls are associated with significant increased costs.

Adverse effects of wilding conifers:

Landscape and amenity.

- Interfering with views of golden tussock glacial and rocky landscapes.

Biodiversity and nature conservation.

- Avoiding the loss of flora and fauna that is unique to Central Otago as wilding conifer canopy closure dominates and degrades native flora and fauna habitats.

Economic productive values.

- Loss of productive farmland.

Recreational and lifestyle.

- Ensuring opportunities for walking, cycling, running and tramping are maintained.



Historic and archaeological.

- Avoiding the obscuring and loss of sites due to canopy closure.

Water yield.

- Avoiding the reduction of water yield of catchments into rivers due to canopy interception and evaporation.

Wildfire risk.

- Mitigating the significant risk wilding conifers present for property.

Central Otago District Plan

Acknowledges the threat of wilding conifers and provides a framework for controlling the spread of wilding conifers. It encourages land use practices to ensure that adverse effects on the open space, landscape, and natural character and amenity values within the rural environment are avoided, remedied, or mitigated.

Any planting of species that exhibit spreading vigour requires a resource consent as follows:

- Discretionary activity (tree plantings that exceeds 2 hectares)
 - Douglas Fir (*Pseudotsuga menziesii*),
 - European larch (*Larix decidua*)
 - Ponderosa pine (*Pinus ponderosa*)
 - Bishops pine (*Pinus muricata*)
 - Maritime pine (*Pinus pinaster*)
 - Radiata pine (*Pinus radiata*)
- Discretionary activity (tree plantings less than 2 hectares)
 - Corsican pine (*Pinus nigra*)
- Non-complying activity
 - Scots pine (*Pinus sylvestris*) and/or Swiss Mountain pine (*Pinus mugo*)

Planting of Lodgepole pine (*Pinus contorta*) is a prohibited activity for which no consent can be applied for or obtained.

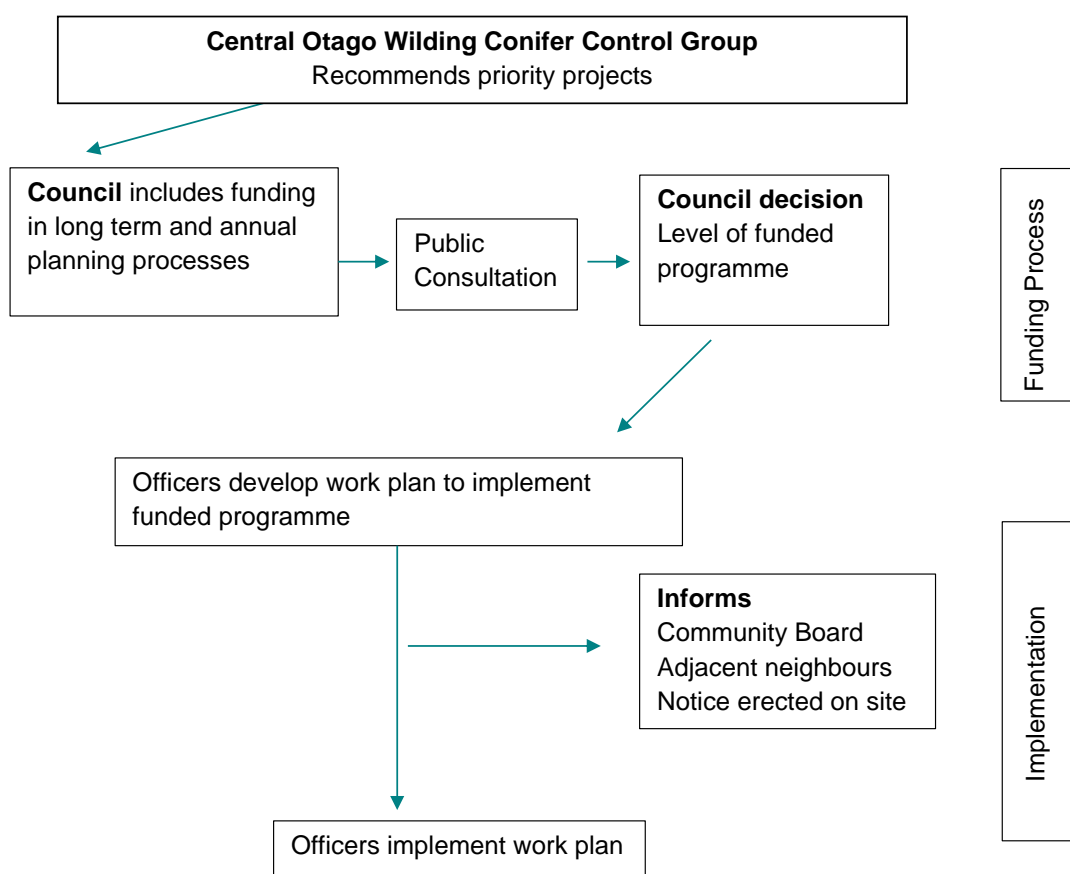
Key policy elements:

- Council will pro-actively work to eradicate wilding conifers on council owned or managed land.
- No new plantings of wilding conifers will take place on council owned or managed land.



- Council will pro-actively manage the spread of wilding conifers from council owned commercial forestry blocks onto adjacent land.
- Where no wildings currently exist on council owned or managed land but the land is susceptible to wilding spread, Council will proactively manage removal of any seedlings to prevent wildings being established

Council will manage the programme to control the spread and eradicate wilding conifers through the following process:



Relevant legislation:

Reserves Act 1977

Resource Management Act 1991



Related documents:

<https://www.wildingconifers.org.nz/assets/Uploads/2014-new-zealand-wilding-conifer-management-strategy-3.pdf>

www.wildingpines.nz

<https://www.wildingconifers.org.nz/>

<https://wildingpinenetwork.org.nz/>

22.5.14 FINANCIAL REPORT FOR THE PERIOD ENDING 31 MAY 2022

Doc ID: 584053

1. Purpose

To consider the financial performance for the period ending 31 May 2022.

Recommendations

That the report be received.

2. Discussion

The presentation of the financials includes two variance analysis reports against both the financial statement and against the activities. This ensures Council can sight the variances against the ledger, and against the activities at a surplus/(deficit) value. The reason for the second variance analysis is to demonstrate the overall relationship between the income and expenditure at an activity level.

The third report details the expenditure of the capital works programme across activities. This helps track key capital projects across the year and ensures the progress of these projects remains transparent to Council.

The fourth report is the Statement of Financial Position. This shows the movements in assets, liabilities, and equity. It allows the Council to measure the year-to-date movements by comparing prior year actuals and budget, along with the current year annual plan and revised budgets.

The fifth and sixth reports detail the internal and external loans balances. The internal loans report forecasts the balance as at 30 June 2022, whereas the external loans show the year-to-date current balances due to payments throughout the year.

This report has been updated with the start of each variance analysis point format has been changed. In previous reports the wording "has an unfavourable/favourable variance of" has been used at the start of each point. This has now been changed to the below:

Abbreviation key for report

F = Favourable

U = Unfavourable

I. Statement of Financial Performance for the period ending 31 May 2022

2021/22		11 MONTHS ENDING 31 MAY 2022				2021/22
Annual Plan		YTD Actual	YTD Revised Budget	YTD Variance		Revised Budget
\$000		\$000	\$000	\$000		\$000
	Income					
33,270	Rates	30,646	30,618	28	●	33,270
7,248	Govt Grants & Subsidies	14,742	16,116	(1,374)	●	16,890
7,323	User Fees & Other	6,809	6,942	(133)	●	7,737
17,286	Land Sales	10,556	9,378	1,178	●	14,739
2,155	Regulatory Fees	2,444	2,069	375	●	2,157
2,104	Development Contributions	2,617	1,922	695	●	2,114
388	Interest & Dividends	70	324	(254)	●	392
-	Reserves Contributions	327	196	131	●	196
-	Profit on Sale of Assets	27	-	27	●	-
55	Other Capital Contributions	95	139	(44)	●	150
69,829	Total Income	68,333	67,704	629	●	77,645
	Expenditure					
13,565	Staff	11,384	12,195	811	●	13,482
587	Members Remuneration	454	529	75	●	587
8,904	Contracts	7,947	8,835	888	●	9,811
2,902	Professional Fees	2,826	3,440	614	●	3,869
9,997	Depreciation	9,687	9,524	(163)	●	10,383
13,926	Costs of Sales	4,874	3,995	(879)	●	7,229
3,920	Refuse & Recycling Costs	3,532	3,699	167	●	4,029
-	Cost Allocations	(10)	(2)	8	●	(2)
1,723	Repairs & Maintenance	1,418	1,640	222	●	1,940
1,410	Electricity & Fuel	1,255	1,294	39	●	1,419
-	Loss on Sale of Asset	262	262	-	●	262
652	Grants	559	586	27	●	631
1,115	Technology Costs	891	986	95	●	1,100
303	Projects	779	1,071	292	●	1,231
639	Rates Expense	584	676	92	●	712
423	Insurance	454	453	(1)	●	455
2,037	Other Costs	1,258	1,854	596	●	2,087
62,103	Total Expenses	48,154	51,037	2,883	●	59,225
7,726	Operating Surplus / (Deficit)	20,179	16,667	3,512		18,420

This table has rounding (+/- 1)

The financials for May 2022 show an overall favourable variance of \$3.512M. Land sales are higher than budget by \$1.17M, along with development contributions by \$695k. Offsetting this are unfavourable variances in grants and subsidies, interest and dividends, and user fees and charges. Cost of sales of \$4,874 have come through for stage one of the Dunstan Park and Cemetery Road subdivisions. This has created an unfavourable variance of (\$879k) due to the timing of the budget which is currently offset by underspends in staff costs \$811k and contracts \$888k.

Income of \$68.333M against the year-to-date budget of \$67.704M

Overall income has a favourable variance against the revised budget by \$629k. This is being driven by the timing of land sales with a variance of \$1.178M (F), offset by the timing of Three Waters Stimulus funding and Waka Kotahi subsidies (U).

The main variances are:

- **Government grants and subsidies (\$1.37M) U** - This is mainly due to the timing of the Waka Kotahi New Zealand Transport Agency (Waka Kotahi) roading subsidy contributing an unfavourable variance of (\$1.2M). Subsidies are claimed for both the operational and capital roading work programmes and fluctuate based on the work programme. There is an unfavourable variance of (\$473k) in Three Waters relating stimulus funding, which will be caught up in the last funding claim of the financial year and is offset by Tourism Infrastructure funding (TIF) of \$165k for the Clyde Historic Precinct toilet upgrades. The budget for this is recognised in other income, however this funding has been correctly recognised in grants and subsidies.
- **User fees and other (\$133k) U** - Other income has a variance of (\$191k). This is due to the grants budget being included in 'other income' rather than the correct place of grants and subsidies. This budget includes the TIF funding for the new Clyde toilet and Miners Lane carparks. Metered water revenue has a favourable variance of \$61k. Water meter readings have been completed for the financial year.
- **Land sales \$1.178M F** - This is due to the timing of land sales for the Dunstan Park and Cemetery Road subdivisions. Dunstan Park has released the titles for stage one and two of the subdivision. Cemetery road stage one sections have all sold.
- **Regulatory fees \$375k F** - This continues to be driven by building consent revenue received, which year-to-date is \$412k ahead of budget. This is offset by other regulatory fees which are behind budget: enforcement registration fees (\$24k) and the subdivision consents deposit account (\$39k).
- **Development Contributions \$695k F** - This variance relates to the timing of development contributions which are dependent on the resource consent process and developer timeframes. Cromwell development contributions in wastewater, water and roading are higher than budgeted.
- **Interest and dividends revenue (\$254k) U** - Large project costs are being managed within current cashflows rather than uplifting additional loan funding, including subdivision development costs. This results in less cash available to be invested. At present there are no term deposits earning interest.
- **Reserves contributions \$131k F** - These are difficult to gauge when setting budgets and are dependent on developers' timeframes.

Expenditure of \$48.154M against the year-to-date budget of \$51.037M

Expenditure has a favourable variance of \$2.88M. The main drivers behind this are contracts, staff, professional fees, and other costs. Offsetting this favourable variance is the cost of sales from stage one of the Dunstan Park and Cemetery Road subdivisions, along with depreciation.

The main variances are:

- **Staff costs \$811k F** - This is due in part to the lag between staff movement and the replacement of new staff, plus the relevant recruitment costs. It also includes staff training, made up of conferences and planned attendance at workshops, travel and accommodation. Attendance and travel plans have been delayed due to the on-going impact of COVID-19.

- **Contracts \$888k F** - Contract expenditure is determined by workflow and the time of the contract. The outcome of this, is that the phased budgets will not necessarily align with actual expenditure, meaning some work appears favourable, and some contracts spend year-to-date appear unfavourable. Planned maintenance \$320k; contracts \$426k; and roading contracts \$136k are the key timing variances year-to-date. Of the contracts variance, \$358k is being driven by the timing of the Three Waters Stimulus operational improvements projects.
- **Professional fees \$614k F** - This is similar to contract expenditure where budget and actuals do not align throughout the year but typically align by the end of year. Major variances include engineers' fees \$154k; management consultants \$324k; planning consultants \$274k and recoverable professional fees (\$306k). It is expected that June will see a number of costs recognised as programmes of work reach completion for the year.
- **Depreciation (\$163k) U** - This is due to a difference between the actual and budgeted wastewater depreciation. Wastewater assets reflect the updated valuations which occurred after the 2021-31 Long-term Plan was approved. The depreciation budget has been brought into alignment for the 2022-23 Annual Plan. Areas with major variances include parks and reserves recreation \$429k; roading \$106k; and wastewater (\$470k).
- **Costs of sales (\$879M) U** - Costs of sales is linked to the land sales mentioned earlier and reflect the development costs for stage one of both the Dunstan Park and Cemetery Road subdivisions. The development costs for stage two of the Dunstan Park subdivision are still coming in and will be released from property intended for sale in June. Stage one of the Cemetery Road subdivision has been completed, with a deficit balance of (\$654k). This is due in part to civil works connections that have been installed for the full development of the Cemetery Road subdivision. Another contributing factor is the Murray Terrace land purchase and Cemetery Road land swap (resolution 20.4.3), where a premium was paid to secure the Murray Terrace land for the Cromwell Masterplan. The subdivision development costs are held on the balance sheet in 'property intended for sale' until each stage is complete and land sales are received.
- **Refuse and recycling costs \$167k F** – The waste management activity can fluctuate depending on the amount of waste being managed.
- **Repairs and maintenance \$222k F** - This is due to the timing of various projects as well as building maintenance requirements. Weed control of \$62k, buildings repairs and maintenance \$78k, boiler and filter maintenance \$15k and equipment hire \$15k are the key timing variances.
- **Projects \$292k F** - This is due to the phasing schedule of Tourism Central Otago projects.
- **Other costs \$596k F** - A detailed breakdown for other costs is tabled below.

Other costs breakdown

2021/22 Annual Plan \$000	Other Costs breakdown	YTD Actual \$000	YTD Revised Budget \$000	YTD Variance \$000		2021/22 Revised Budget \$000
535	Administrative Costs	289	488	199	●	562
690	Office Expenses	457	586	129	●	655
234	Operating Expenses	176	216	40	●	234
327	Advertising	162	326	164	●	374
175	Valuation Services	127	162	35	●	175
76	Retail	47	76	29	●	87
2,037	Total Other Costs	1,258	1,854	596		2,087

This table has rounding (+/- 1)

- Other costs have been configured to include only need based costs which will fluctuate against budget from time-to-time. There have been a number of savings this year in the administration space, some of this due to COVID-19 costs and some due to business changes. Armour Guard costs is an example of this, the cost of cash pick-ups has reduced due to less cash on site and pick-ups were not happening during lock-down.

II. Profit and Loss by Activity for the period ending 31 May 2022

ACTIVITY	INCOME			EXPENDITURE			SURPLUS/(DEFICIT)			
	Actuals \$000	Revised \$000	Variance \$000	Actuals \$000	Revised \$000	Variance \$000	Actuals \$000	Revised \$000	Variance \$000	
Infrastructure	2,631	1,922	709	36	(8)	(44)	2,595	1,930	665	●
Roading	8,934	9,962	(1,028)	7,858	8,226	368	1,076	1,736	(660)	●
Waste Management	4,840	4,943	(103)	5,323	5,359	36	(483)	(416)	(67)	●
Parks Reserves Recreation	6,731	6,823	(92)	5,826	6,653	827	905	170	735	●
Corporate Services	234	222	12	160	389	229	74	(167)	241	●
People and Culture	1,483	1,525	(42)	1,396	1,638	242	87	(113)	200	●
CEO	765	779	(14)	369	892	523	396	(113)	509	●
Property	14,687	13,598	1,089	8,561	8,273	(288)	6,126	5,325	801	●
Governance and Community Engagement	5,057	5,034	23	3,918	4,609	691	1,139	425	714	●
Planning (Regulatory)	5,436	4,899	537	5,238	5,657	419	198	(758)	956	●
Three Waters	16,992	17,432	(440)	9,464	9,336	(128)	7,528	8,096	(568)	●
Total*	68,333	67,704	629	48,154	51,037	2,883	20,179	16,667	3,512	●

This table has rounding (+/- 1)

* The funding activity has been removed as this is not an operational activity.

- Infrastructure \$665 F** – income has a favourable variance of \$709k. This is due to the timing of development contribution revenue. Cromwell development contributions in wastewater, water and roading are higher than budgeted. Expenditure has an unfavourable variance of (\$44k). This department is fully on-charged as an overhead. This variance is due to the timing of staff salaries being charged out to capital projects and should correct by the end of the year.
- Roading (\$660k) U**– income has an unfavourable variance of (\$1.028M). This is predominately due to the Waka Kotahi subsidy. This subsidy moves in conjunction with the subsidised roading operating and capital work programmes. Operating expenditure has a favourable variance of \$368k. This is mainly due to contracts \$139k and depreciation \$106k. The capital work programme has a year-to-date variance of \$243k.
- Waste Management (\$67k) U** - income has an unfavourable variance of (\$103k). User fees and charges are behind budget, these fluctuate based on transfer station users. Expenditure has a favourable variance of \$36k. This is due to the waste and recycling costs, which fluctuate based on the volume of waste being processed.
- Parks and Recreation \$735k F** – income has an unfavourable variance of (\$92k). This is mainly due to user fees and other income being (\$88k) lower than revised. This is made up of admissions (\$41k), other sales (\$22k) and other income (\$19k). Expenditure has a favourable variance of \$827k. A large portion of this is due to depreciation being \$429k lower than budget. The remaining favourable variance is due to the timing of workplans and staffing requirements with underspends in contracts \$176k and other costs \$68k.
- Corporate Services \$241k F** – income has a small favourable variance of \$12k. Expenditure has a favourable variance of \$229k. This is mainly due to underspends in staff costs \$91k,

computer maintenance and support \$74k, rating valuation services \$33k, other costs \$15k, and office expenses \$20k.

- **People and Culture \$200k F** – income has an unfavourable variance of (\$42k). The loss of the shared services arrangement with the Otago Regional Council is impacting this variance (\$20k) and the timing of grant funding received for New Zealand Libraries Partnership Programme (\$25k). Expenditure has a favourable variance of \$242k. Driving these variances are underspends in human resources \$73k, health and safety \$37k, service centre \$34k and libraries \$81k.
- **CEO \$509k F** – income has an unfavourable variance of (\$14k). Expenditure has a favourable variance of \$523k. This is mainly due to the timing and need for; consultants \$256k; staff costs \$179k and other costs \$49k.
- **Property \$801k F** – income has a favourable variance of \$1.089M from the timing of land sales for the Dunstan Park and Cemetery Road subdivisions. Dunstan Park has released the titles for stage one and two of the subdivision. Cemetery Road stage one is now completed. Expenditure has an unfavourable variance of (\$288k) due to the timing of the costs of sales for stage one of the Dunstan Park and Cemetery Road subdivisions. This variance is offset by underspends in community buildings \$248k, airports \$73k and Council offices \$62k.
- **Governance and Community Engagement \$714k F** – income has a favourable variance of \$23k. This continues to be driven by the budget phasing of tourism grants. Expenditure has a favourable variance of \$691k. This is due to underspends in promotions and tourism \$298k, governance \$123k, community development \$113k and regional identity \$118k. The promotions and tourism variance relates to the phasing schedule for the Tourism Central Otago projects.
- **Planning (Regulatory) \$956k F** – has a favourable income variance of \$537k. This is mainly due to an increase in building permits revenue of \$412k and professional fee recoveries \$135k. Expenditure has a favourable variance of \$419k. This is due to the timing and need of training and compliance costs \$73k, staff costs \$156k and contracts \$113k.
- **Three Waters (\$568k) U** – income has an unfavourable variance of (\$440k) due the timing of grants and subsidies budget and the final Three Water Stimulus funding which will be caught up by year end. Metered water sales has re-aligned with budget, with a favourable variance of \$60k. Expenditure has an unfavourable variance of (\$128k). Driving this unfavourable variance is depreciation costs (\$581k). This is offset by underspends in contracts by \$266k; professional fees \$90k and other costs \$84k. The depreciation variance of (\$581k) is being driven by wastewater (\$470k), stormwater (\$63k) and water (\$48k).

III. Capital Expenditure

Year-to-date, 51% of the total capital spend against the full year's revised capital budget, has been expensed. Due to supply chain and resource issues related to COVID-19, the capital works programme is behind the revised annual plan schedule.

2021/22 Annual Plan	CAPITAL EXPENDITURE	YTD Actual	YTD Revised Budget	YTD Variance		2021/22 Revised Budget	Progress to date against revised budget
\$000		\$000	\$000	\$000		\$000	
6,058	Council Property and Facilities	1,305	6,610	5,305	●	9,305	14%
382	Waste Management	407	799	392	●	913	45%
-	i-SITES	-	3	3	●	4	0%
50	Customer Services and Administration	15	52	37	●	62	24%
204	Vehicle Fleet	141	227	86	●	256	55%
248	Planning	-	279	279	●	348	0%
352	Information Services	236	709	473	●	1,369	17%
164	Libraries	144	424	280	●	512	28%
1,713	Parks and Recreation	1,696	3,051	1,355	●	3,755	45%
7,420	Roading	5,718	5,961	243	●	8,129	70%
14,243	Three Waters	23,712	30,418	6,706	●	40,295	59%
30,834	Grand Total	33,374	48,533	15,159		64,948	51%

This table has rounding (+/- 1)

Council Property and Facilities \$5.30M F - This is mainly due to the timing of the Cromwell Town Centre Projects which is currently underspent by \$3.998M. This includes the Memorial Hall project, Cromwell Administration Buildings projects and grounds, paths and fences around the Town Centre. Other areas behind budget include community buildings \$531k, council offices \$525k, public toilets \$53k and elderly person housing \$65k.

Waste Management \$392k F - The transfer station reconfiguration projects are contributing to \$283k of the underspend. Some of this work is underway but not all work will be completed this year.

Vehicle Fleet \$86k F - Vehicle renewals and purchases are under budget with 54% of the \$256k total revised budget being spent. The timing will result in a carry forward into the 2022-23 financial year.

Planning \$279k F - This relates to the timing of the dog pounds and dog registration software projects. These will be carried forward into the 2022/23 financial year.

Information Services \$473k F - Information Services projects are behind budget. Projects include enhanced customer experience projects \$91k, enterprise resource planning information services \$24k, financial performance improvement \$201k, internet and network \$84k and information and records management \$80k. Projects that are across multiple years, such as the financial improvement project, will result in carry forwards being presented to council, so that this work can continue.

Libraries \$280k F - This is due to the timing of the Alexandra Library building upgrade. Currently this project is in the design phase.

Parks and Recreation \$1.35M F - This is driven by a mixture of the timing of project budgets and contractor's availability to perform the work. Projects include landscaping, signage and irrigation. The Cromwell pool replacement heat pump accounts for \$252k of the variance. The work on installing the heat pump is well underway and is expected to be completed in June. The \$500k contribution towards the development of the Roxburgh Community Pool upgrade will be carried forward into the next financial year.

Roading \$243k F - This is due to the timing of the budget and work programme. Roothing projects include footpath renewals \$196k, carpark renewals \$391k, structures renewals \$308k, minor improvements (\$392k), sealed road renewals (\$175k), gravel road renewals (\$46) and drainage renewals (\$46k).

Three Waters \$6.7M F - This is due to the timing of construction projects. The main drivers include the Lake Dunstan water supply \$2.53M, water treatment plant and capacity upgrades \$2.3M, Clyde wastewater improvements \$1.04M and water stimulus fund projects \$519k.

IV. Statement of Financial Position

The Statement of Financial Position (Balance Sheet) is intended to show the comparisons between actual and budget for control accounts. It compares the assets, liabilities and equity to the prior financial year actuals and the current year-to-date actuals, along with the full year revised budget and Annual Plan.

You will note our cash balance appears favourable in comparison to a year ago, however, you will also note under non-current liabilities that Council has now drawn down its first tranche of debt. This is further reflected in the reduced reserves currently being forecast.

2020/21 Full Year Actual	2020/21 YTD May Actual	STATEMENT OF FINANCIAL POSITION for the period ended 31 May 2022	2021/22 YTD May Actual	2021/22 Full Year Revised Budget	2021/22 Full Year Annual Plan
\$000	\$000		\$000	\$000	\$000
EQUITY					
392,454	382,265	Ratepayers equity	403,939	410,719	389,661
12,323	11,660	Surplus/(Deficit)	20,179	18,420	7,726
7,035	15,090	Council Reserves	7,996	4,176	4,177
487,465	491,446	Property revaluation reserve	487,393	496,640	496,629
(17)	(20)	Investment shares fair value revaluation reserve	(17)	(20)	(20)
80	80	Restricted reserves	80	80	80
899,340	900,521	Total equity	919,570	930,015	898,253
REPRESENTED BY:					
Current assets					
5,014	10,153	Cash and cash equivalents	14,587	19,896	19,896
11,500	10,000	Other financial assets	-	8,000	8,000
4,852	3,680	Receivables	3,085	3,171	3,171
-	-	Non Current assets held for sale	-	-	-
5,394	2,622	Inventories	6,722	(815)	1,509
-	-	Investment Bond	-	625	625
26,760	26,455	Total current assets	24,394	30,877	33,201
Less current liabilities					
256	190	Agency and deposits	360	273	273
13,254	7,395	Payables and deferred revenue	8,303	4,705	4,705
673	599	Employee entitlements	741	1,010	1,010
-	-	Borrowings and other financial liabilities	-	-	-
14,183	8,184	Total current liabilities	9,404	5,988	5,988
12,577	18,271	Working capital	14,990	24,889	27,213
Non-current assets					
111	109	Available for sale financial assets	111	109	109
282	285	Loans and receivables	231	333	333
26,030	16,448	Work in Progress	51,432	60,961	26,929
852,712	862,390	Property, plant and equipment	850,209	864,417	864,363
1,272	986	Intangible assets	1,237	2,271	
431	355	Forestry assets	431	357	357
5,925	1,675	Investment property	5,929	1,683	1,683
886,763	882,248	Total non-current assets	909,580	930,131	896,045
Less non-current liabilities					
-	-	Provisions	-	5	5
-	-	Borrowings and other financial liabilities	5,000	25,000	25,000
-	-	Total non-current liabilities	5,000	25,005	25,005
899,340	900,519	Net assets (assets minus liabilities)	919,570	930,015	898,253

This table has rounding (+/- 1)

V. Internal Loans

Forecast closing balance for 30 June 2022 is \$4.075M.

OWED BY	Original Loan	1 July 2021	30 June 2022 Forecast
		Opening Balance	Closing Balance
Public Toilets	670,000	491,239	468,048
Tarbert St Bldg	25,868	13,067	11,574
Alex Town Centre	94,420	49,759	44,545
Alex Town Centre	186,398	91,041	79,921
Alex Town Centre	290,600	155,412	139,137
Centennial Milkbar	47,821	21,284	18,192
Vincent Grants	95,000	19,000	9,500
Pioneer Store Naseby	21,589	10,949	9,609
Water	867,000	717,829	691,212
ANZ Bank Seismic Strengthening	180,000	149,030	143,504
Molyneux Pool	650,000	571,900	539,400
Maniototo Hospital	1,873,000	1,775,142	1,723,630
Alexandra Airport	218,000	204,485	197,216
Total	5,219,695	4,270,138	4,075,488

This table has rounding (+/- 1)

VI. External Loans

The total amount of external loans at the beginning of the financial year 2021-22 was \$189k. As at 31 May 2022, the outstanding balance was \$138k. Council has received \$50.7k in principal payments and \$8.6k in interest payments.

Owed By	Original Loan	1 July 2021 Actual Opening Balance	Principal	Interest	31 May 2022 Actual Closing Balance
Cromwell College	400,000	130,770	32,387	6,220	98,382
Maniototo Curling	160,000	35,662	12,578	1,375	23,083
Oturehua Water	46,471	22,623	5,779	1,024	16,845
	606,471	189,055	50,745	8,619	138,310

This table has rounding (+/- 1)

Reserve Funds table

- As at 30 June 2021 the Council had an audited closing reserve funds balance of \$7.035M. This reflects the whole district's reserves and factors in the district-wide reserves which are in deficit at (\$16.7M). Refer to Appendix 1.
- Taking the 2020-21 audited Annual Report closing balance and adding 2021-22 income and expenditure, carry forwards and resolutions, the whole district is projected to end the 2021-22 financial year with a closing deficit of (\$12.825M). This is dependent of all capital funding being expensed, and based on year-to-date and current comments, this is not a realistic expectation, meaning the reserves should finish with a more favourable result than currently forecast.

3. Attachments

Appendix 1 - Council Wide Reserve Funds 2021-2022 [↓](#)

Report author:



Ann McDowall
Finance Manager
20/06/2022

Reviewed and authorised by:



Leanne Macdonald
Executive Manager - Corporate Services
22/06/2022

CODC RESERVE FUNDS

AUDITED - 2020/21 Annual Report

RESERVES BY RATE TYPE	Opening Balance	Transfers In	Transfers Out	Closing Balance	2021/22 AP Net Transfers In and Out	Adjusted 2021/22 AP Closing*	Approved By Council forecast includes carry forwards	2021/22 Revised Closing Balance
	A	B	C	D = (A + B - C)	E	F = (D + E)	H	I = (F + G + H)
General Reserves	5,140,942	1,461,175	(5,790,676)	811,442	(3,256,179)	(2,444,737)	(552,456)	(2,997,193)
Uniform Annual General Charge Reserves	186,374	9,717	(22,829)	173,261	(43,347)	129,914	(37,967)	91,947
	5,327,316	1,470,892	(5,813,505)	984,703	(3,299,526)	(2,314,824)	(590,422)	(2,905,246)
TARGETED RESERVES								
Planning and Environment Rate	1,949,635	424,331	-	2,373,966	31,214	2,405,180	(822,674)	1,582,506
Economic Development Rate	-	-	-	-	-	-	(8,541)	(8,541)
Tracks and Waterways Charge	442,590	43,362	(9,107)	476,845	14,952	491,797	10	491,807
Tourism Rate	238,245	54,424	(41,898)	250,771	18,528	269,299	279,734	549,033
Waste Management and Collection Charge	(1,344,674)	7,738	(866,131)	(2,203,067)	(341,821)	(2,544,888)	(826,398)	(3,371,286)
District Library Charge	99,517	38,009	(71,831)	65,694	(161,236)	(95,542)	(439,965)	(535,507)
Molyneux Park Charge	(22,805)	-	(55,941)	(78,746)	(204,243)	(282,989)	(84,569)	(367,557)
District Works and Public Toilets Rate	4,079,979	664,517	(317,935)	4,426,561	(212,876)	4,213,685	(988,086)	3,225,600
District Water Supply	(12,273,932)	1,495,595	(783,526)	(11,561,863)	2,230,636	(9,331,227)	(8,077,833)	(17,409,060)
District Wastewater	(10,340,895)	1,714,354	(3,141,747)	(11,768,288)	2,317,851	(9,450,437)	(10,397,812)	(19,848,250)
	(17,172,340)	4,442,330	(5,288,116)	(18,018,126)	3,693,004	(14,325,122)	(21,366,134)	(35,691,255)
Specific Reserves	315,692	4,694	-	320,386	6,303	326,688	-	326,688
Other Reserves	518,608	20,004	(515,342)	23,270	(22,524)	746	(1,440,513)	(1,439,767)
	834,300	24,698	(515,342)	343,655	(16,221)	327,434	(1,440,513)	(1,113,079)
WARD TARGETED RATES								
Vincent Community Board Reserves								
Vincent Promotion Rate	-	-	-	-	-	-	-	-
Vincent Recreation and Culture Charge	(1,706,400)	320,321	-	(1,386,080)	(333,560)	(1,719,640)	(635,373)	(2,355,013)
Vincent Ward Services Rate	2,906,503	139,599	(542,563)	2,503,538	3,109,890	5,613,429	3,924,771	9,538,200
Vincent Ward Services Charge	1,133	15	(11,398)	(10,251)	(3,243)	(13,493)	(31,526)	(45,019)
Vincent Ward Specific Reserves	1,165,253	24,458	(2,823)	1,186,888	35,415	1,222,303	2,582	1,224,885
Vincent Ward Development Fund	455,132	54,842	(1,910)	508,064	9,080	517,144	103,988	621,132
Alex Town Centre Upgrade 1991	(60,558)	283	(49,540)	(109,815)	380	(109,435)	-	(109,435)
	2,761,062	539,516	(608,234)	2,692,345	2,817,962	5,510,307	3,364,442	8,874,749
Cromwell Community Board Reserves								
Cromwell Promotion Rate	-	-	-	-	-	-	-	-
Cromwell Recreation and Culture Charge	(785,036)	122,790	(19,707)	(681,953)	(159,891)	(841,844)	(1,602,230)	(2,444,074)
Cromwell Ward Services Rate	19,596,874	2,813,940	(4,268,599)	18,142,215	557,468	18,699,682	(1,698,481)	17,001,202
Cromwell Ward Services Charge	1,899	28	(402)	1,525	(7,550)	(6,024)	1,550	(4,474)
Cromwell Ward Specific Reserves	(296,409)	9,319	(42,404)	(329,494)	8,776	(320,718)	(240)	(320,958)
Cromwell Ward Development Fund	1,555,686	222,649	(7,640)	1,770,695	30,992	1,801,687	64,304	1,865,991
	20,073,014	3,168,727	(4,338,753)	18,902,988	429,795	19,332,783	(3,235,096)	16,097,686
Maniototo Community Board Reserves								
Maniototo Promotion Rate	-	-	-	-	-	-	-	-
Maniototo Recreation and Culture Charge	(995,980)	1,883,384	(48,250)	839,154	11,474	850,629	(42,828)	807,801
Maniototo Ward Services Rate	1,418,766	188,340	(1,880,899)	(273,793)	133,178	(140,615)	(13,999)	(154,614)
Maniototo Ward Services Charge	3,104	8,260	-	11,363	(8,459)	2,904	(9,993)	(7,089)
Maniototo Ward Specific Reserves	212,789	23,274	-	236,063	4,246	240,309	12,331	252,640
Maniototo Ward Development Fund	-	-	-	-	-	-	-	-
	638,679	2,103,258	(1,929,149)	812,788	140,439	953,227	(54,489)	898,738
Teviot Valley Community Board Reserves								
Teviot Valley Promotion	14,683	213	-	14,897	234	15,130	(500)	14,630
Teviot Valley Recreation and Culture	285,234	19,851	(1,447)	303,639	(232,588)	71,051	(94,408)	(23,358)
Teviot Ward Services Rate	900,620	37,447	(29,457)	908,610	35,264	943,874	(14,466)	929,408
Teviot Ward Services Charge	-	-	-	-	-	-	-	-
Teviot Ward Specific Reserves	1,557	116	(1,838)	(165)	13	(152)	-	(152)
Teviot Ward Development Fund	77,962	12,667	(903)	89,726	1,554	91,280	955	92,235
	1,280,057	70,293	(33,644)	1,316,706	(195,523)	1,121,183	(108,419)	1,012,763
Grand Total Surplus/(Deficit)	13,742,087	11,819,714	(18,526,743)	7,035,058	3,569,929	10,604,988	(23,430,631)	(12,825,644)

* The Annual Plan closing balance has been adjusted to reflect the closing balance of the Annual Report and the Annual Plan movement. This is to enable a running estimate of the total Council Reserves balance.

22.5.15 REMUNERATION AUTHORITY DETERMINATION 2022

Doc ID: 583557

1. Purpose of Report

To provide an update from the Remuneration Authority regarding the 2022/23 Local Government Members Determination and to consider changes to the Elected Members' Allowances and Reimbursement Policy.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Notes the Local Government Members (2022/23) Determination 2022 which took effect from 1 July 2022.
 - C. Approves the changes to the Elected Members' Allowances and Reimbursement Policy as attached as Appendix 2 of the report.
-

2. Discussion

The Remuneration Authority (the Authority) sets the remuneration for elected members. The Authority has made the Local Government Members (2022/23) Determination 2022. The new determination is attached as **Appendix 1**.

The determination is divided into two parts. Part one is from 1 July 2022 until the local body elections in October 2022. Part two will take effect following the local body elections. The allocation of funds in part two will be worked out once the makeup of the new Council and its committee structure are known.

There are increases in remuneration for councillors and community board members. The remuneration and any increases are mandated and Council must accept the amounts determined by the Authority.

The 2022 determination also makes some changes to the allowances that are able to be received. These include changes to the information and technology allowances, a clarification of when vehicle mileage is calculated should a member reside outside of the district and a clarification that costs will be paid upon approval of receipts. There has also been an increase per hour for reimbursement for travel time.

Changes to the Elected Members' Allowances and Reimbursement Policy are recommended to reflect these as shown in **Appendix 2**.

The Determination came into force on 1 July 2022 and was gazetted on Thursday 9 June 2022.

3. Financial Considerations

The decisions of the Remuneration Authority are final and are unable to be disputed. A significant increase has been indicated for the 2022/23 financial year. This will require a reforecast of budgets in the second half of the financial year from what has been allocated already.

There will be two increases in the year, one from 1 July 2022 until the triennial election in October. This initial increase will be approximately 2%.

Following the election there will be a further increase in both mayoral and councillor salary. The mayoral salary will increase to \$120,841 per annum and the minimum allowance for a councillor will be \$27,182 per annum. There will be total remuneration pool of \$362,213 per annum for councillors, the allocation of which will be determined after the election.

4. Options

Council must accept the amounts determined by the Authority. However, Council does have options on changes to the wording of the policy on the reimbursement of expenses.

Option 1 – (Recommended)

Council changes the Elected Members' Allowances and Reimbursement Policy as recommended.

Advantages:

- The policy is in line with the 2022 Determination.

Disadvantages:

- None identified

Option 2

Council does not update the Elected Members' Allowances and Reimbursement Policy.

Advantages:

- None identified.

Disadvantages:

- Council's policy is out of date and inconsistent with the determination.

5. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by ensuring elected members are received the remuneration and reimbursements they are entitled to.
Decision consistent with other Council plans and policies? Such	Yes.

as the District Plan, Economic Development Strategy etc.	
Considerations as to sustainability, the environment and climate change impacts	There are no impacts resulting from this decision.
Risks Analysis	There are no risks identified in the preferred option.
Significance, Consultation and Engagement (internal and external)	Elected members have been sent a copy of the determination.

6. Next Steps

The remuneration change will be made and backdated from 1 July 2022. If agreed, the policy will be updated.

7. Attachments

Appendix 1 - Local Government Members (2022/23) Determination 2022 [↓](#)

Appendix 2 - Draft Update of the Elected Members' Allowances and Reimbursement Policy [↓](#)

Report author:

Reviewed and authorised by:



Wayne McEnteer
Governance Manager
23/06/2022



Sanchia Jacobs
Chief Executive Officer
28/06/2022

03/06/2022
PCO 24743/8.0

Local Government Members (2022/23) Determination 2022

This determination is made by the Remuneration Authority under the Remuneration Authority Act 1977 and clauses 6 and 7A of Schedule 7 of the Local Government Act 2002, after having regard to the matters specified in clause 7 of that schedule.

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**Local Government Members (2022/23) Determination
2022**

Determination

1 Title

This determination is the Local Government Members (2022/23) Determination 2022.

2 Commencement

This determination comes into force on 1 July 2022.

3 Expiry

This determination expires at the close of 30 June 2023.

Interpretation

4 Interpretation

In this determination, unless the context otherwise requires,—

board means—

- (a) a community board of a territorial authority other than the Auckland Council; or
- (b) a local board of the Auckland Council

determination term means the period from the coming into force of this determination to its expiry

hearing has the meaning given to it by clause 5

hearing time has the meaning given to it by clause 6

local authority means a regional council or a territorial authority

member means, in relation to a local authority or a board, a person who is declared to be elected to that local authority or board under the Local Electoral Act 2001 or who, as the result of further election or appointment under that Act or the Local Government Act 2002, is an office holder in relation to the local authority or board (for example, a chairperson)

on local authority business includes on the business of any board of the local authority

regional council means a regional council named in Part 1 of Schedule 2 of the Local Government Act 2002

RMA means the Resource Management Act 1991

territorial authority means a territorial authority named in Part 2 of Schedule 2 of the Local Government Act 2002.

5 Meaning of hearing

In this determination, **hearing** means—

**Local Government Members (2022/23) Determination
2022**

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- (a) a hearing arising from a resource consent application made under section 88 of the RMA; or
- (b) a meeting for determining a resource consent application without a formal hearing; or
- (c) a hearing arising from a notice of requirement (including one initiated by the local authority); or
- (d) a pre-hearing meeting held under section 99 of the RMA in relation to a hearing referred to in paragraph (b) or (d); or
- (e) a hearing as part of the process of the preparation, change, variation, or review of a district or regional plan or regional policy statement; or
- (f) a mediation hearing in the Environment Court as part of an appeal from a decision of a local authority; or
- (g) a hearing on an objection against a charge fixed by a local authority under section 36 of the RMA.

6 Meaning of hearing time

In this determination, **hearing time** means the time spent on any of the following:

- (a) conducting a hearing;
- (b) formal deliberations to decide the outcome of a hearing;
- (c) participating in an official group site inspection related to a hearing;
- (d) determining a resource consent application where a formal hearing does not take place;
- (e) preparing for a hearing and participating in any inspection of a site for the purposes of a hearing (other than an official group site inspection under paragraph (c));
- (f) writing a decision arising from a hearing or communicating for the purpose of the written decision.

Entitlement to remuneration, allowances, and hearing fees

7 Remuneration, allowances, and hearing fees payable

Remuneration

- (1) For the period beginning on 1 July 2022 and ending on the close of the day on which the official result of the 2022 local election is declared under section 86 of the Local Electoral Act 2001 in relation to a local authority, a member of that local authority or a member of a board of that local authority is entitled to the applicable remuneration set out in Schedule 1 (adjusted under clause 9 if applicable).
- (2) On and from the day after the date on which the official result of the 2022 election is declared under section 86 of the Local Electoral Act 2001 in relation to

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**Local Government Members (2022/23) Determination
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a local authority, a member of that local authority or a member of a board of that local authority is entitled to the applicable remuneration set out in Schedule 2 (adjusted under clause 9 if applicable).

- (3) If a member of a territorial authority is also elected or appointed to a board, the member is entitled only to the remuneration that is payable to the member as a member of the territorial authority.

Allowances and hearing fees

- (4) A member of a local authority or a member of a board is also entitled to—
- (a) the applicable allowances payable under clauses 11 to 14;
 - (b) the applicable hearing fees payable under clause 15.

8 Acting mayor or chairperson

- (1) This clause applies to a member who acts as a mayor or chairperson during a period when, because of a vacancy or temporary absence, the local authority is not paying the remuneration or allowances that it would usually pay to the mayor or chairperson.
- (2) While the member is acting as mayor or chairperson, the local authority must pay the member the remuneration and allowances usually payable to the mayor or chairperson, instead of the member's usual remuneration, allowances, and hearing fees.

9 Motor vehicles for mayors and regional council chairpersons

- (1) A local authority may provide to the mayor or regional council chairperson of the local authority—
- (a) a motor vehicle (which may be provided for restricted private use, partial private use, or full private use); or
 - (b) a vehicle-kilometre allowance under clause 11.
- (2) If a local authority provides a motor vehicle to a mayor or regional council chairperson during the determination term, the maximum purchase price that the local authority may pay for the motor vehicle is,—
- (a) in the case of a petrol or diesel vehicle, \$55,000; and
 - (b) in the case of an electric or a hybrid vehicle, \$68,500.
- (3) If a local authority provides a motor vehicle to a mayor or regional council chairperson for restricted private use, the local authority must not make a deduction from the annual remuneration payable to the mayor or regional council chairperson under Schedule 1 or 2 (as applicable) for the provision of that motor vehicle.
- (4) If a local authority provides a motor vehicle to a mayor or regional council chairperson for partial private use or full private use,—

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- (a) the local authority must adjust the annual remuneration payable to the mayor or regional council chairperson under Schedule 1 or 2 (as applicable) in accordance with subclause (5) or (6) (as applicable); and
- (b) the adjustment must take effect on and from—
 - (i) the date of commencement of this determination (in the case of a motor vehicle provided to the person before that date); or
 - (ii) the date of provision of the motor vehicle to the person (in the case of a motor vehicle provided during the determination term).
- (5) If a local authority provides a motor vehicle to a mayor or regional council chairperson for partial private use, the local authority must deduct the amount calculated in accordance with the following formula from the remuneration payable to that person:

$$v \times 41\% \times 10\%$$

where v means the purchase price of the vehicle.

- (6) If a local authority provides a motor vehicle to a mayor or regional council chairperson for full private use, the local authority must deduct the amount calculated in accordance with the following formula from the remuneration payable to that person:

$$v \times 41\% \times 20\%$$

where v means the purchase price of the vehicle.

- (7) In this clause,—

full private use means—

- (a) the vehicle is usually driven home and securely parked by the mayor or regional council chairperson; and
- (b) the vehicle is available for the mayor's or regional council chairperson's unrestricted private use; and
- (c) the vehicle is used by the mayor or regional council chairperson for both local authority business and private use; and
- (d) the vehicle may also be used by other local authority members or staff on local authority business, with the permission of the mayor or regional council chairperson

partial private use means—

- (a) the vehicle is usually driven home and securely parked by the mayor or regional council chairperson; and
- (b) the vehicle is used by the mayor or regional council chairperson for both local authority business and private purposes; and
- (c) the vehicle may also be used by other local authority members or staff on local authority business, with the permission of the mayor or regional council chairperson; and

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**Local Government Members (2022/23) Determination
2022**

- (d) all travel in the vehicle is recorded in a logbook; and
- (e) the use of the vehicle for private purposes accounts for no more than 10% of the distance travelled in the vehicle in a year

purchase price means the amount paid for the vehicle,—

- (a) including goods and services tax and any on-road costs; and
- (b) after deducting the amount of any rebate that applies under the clean car discount scheme in respect of the purchase of the vehicle

restricted private use means—

- (a) the vehicle is usually driven home and securely parked by the mayor or regional council chairperson; and
- (b) the vehicle is otherwise generally available for use by other local authority members or staff on local authority business; and
- (c) the vehicle is used solely for local authority business; and
- (d) all travel in the vehicle is recorded in a logbook.

Allowances

10 Definition of member

For the purposes of payment of allowances under clauses 11 to 14, **member**, in relation to a territorial authority, includes a member of a board of the territorial authority.

11 Vehicle-kilometre allowance

- (1) A local authority may pay to a member a vehicle-kilometre allowance to reimburse that member for costs incurred in relation to eligible travel.
- (2) A member's travel is eligible for the allowance if—
 - (a) it occurs at a time when the member is not provided with a motor vehicle by the local authority; and
 - (b) the member is travelling—
 - (i) in a private vehicle; and
 - (ii) on local authority business; and
 - (iii) by the most direct route that is reasonable in the circumstances.
- (3) The allowance payable to a member for eligible travel is,—
 - (a) for a petrol or diesel vehicle,—
 - (i) 83 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and
 - (ii) 31 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term;
 - (b) for a petrol hybrid vehicle,—

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- (i) 83 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and
 - (ii) 18 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term:
- (c) for an electric vehicle,—
 - (i) 83 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and
 - (ii) 10 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term.
- (4) However, if a member of a local authority travels from a place where the member permanently or temporarily resides that is outside the local authority area, to the local authority area on local authority business, the member is only eligible for a vehicle-kilometre allowance for eligible travel after the member crosses the boundary of the local authority area.

12 Travel-time allowance

- (1) A local authority may pay a member (other than a mayor or a regional council chairperson) an allowance for eligible travel time.
- (2) A member's travel time is eligible for the allowance if it is time spent travelling within New Zealand—
 - (a) on local authority business; and
 - (b) by the quickest form of transport that is reasonable in the circumstances; and
 - (c) by the most direct route that is reasonable in the circumstances.
- (3) The travel-time allowance is \$40.00 for each hour of eligible travel time after the first hour of eligible travel time travelled in a day.
- (4) However, if a member of a local authority permanently or temporarily resides outside the local authority area and travels to the local authority area on local authority business, the member is only eligible for a travel-time allowance for eligible travel time—
 - (a) after the member crosses the boundary of the local authority area; and
 - (b) after the first hour of eligible travel time within the local authority area.
- (5) The maximum total amount of travel-time allowance that a member may be paid for eligible travel in a 24-hour period is 8 hours.
- (6) Despite subclause (1), the Chatham Islands Council may pay the Mayor of the Chatham Islands Council an allowance for eligible travel time.

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**Local Government Members (2022/23) Determination
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13 ICT allowances*Member uses local authority's ICT*

- (1) If a local authority supplies ICT to a member for use on local authority business and allows for its personal use, the local authority may decide what portion, if any, of the local authority's costs reasonably attributable to such personal use must be paid by the member.

Member uses own equipment and consumables

- (2) If a local authority determines that a member requires particular ICT equipment to perform their functions and requests that the member use their own equipment for those purposes, the local authority may pay an allowance.
- (3) The matters for which the local authority may pay an allowance, and the amounts that the local authority may pay for the determination term, are as follows:
- (a) for the use of a personal computer, tablet, or laptop, including any related docking station, \$400;
 - (b) for the use of a multi-functional or other printer, \$50;
 - (c) for the use of a mobile telephone, \$200;
 - (d) for the use of ICT consumables, up to \$200.

Member uses own services

- (4) If a local authority requests a member to use the member's own Internet service for the purpose of the member's work on local authority business, the member is entitled to an allowance for that use of up to \$800 for the determination term.
- (5) If a local authority requests a member to use the member's own mobile telephone service for the purpose of the member's work on local authority business, the member is entitled, at the member's option, to—
- (a) an allowance for that use of up to \$500 for the determination term; or
 - (b) reimbursement of actual costs of telephone calls made on local authority business on production of the relevant telephone records and receipts.

Pro-rating

- (6) If the member is not a member for the whole of the determination term, subclauses (3) to (5) apply as if each reference to an amount were replaced by a reference to an amount calculated in accordance with the following formula:

$$(a \div b) \times c$$

where—

- a is the number of days that the member held office in the determination term
- b is the number of days in the determination term
- c is the relevant amount specified in subclauses (3) to (5).

**Local Government Members (2022/23) Determination
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- (7) The Remuneration Authority may approve rules proposed by a local authority to meet the costs of installing and running special ICT where, because of distance or restricted access, normal communications connections are not available.
- (8) In this clause, **ICT** means information or communication technology, including—
 - (a) ICT equipment (for example, a mobile telephone and a laptop computer); and
 - (b) ICT services (for example, a mobile telephone service and an Internet service); and
 - (c) ICT consumables (for example, printer or photocopy paper and ink cartridges).

14 Childcare allowance

- (1) A local authority may pay a childcare allowance to an eligible member as a contribution towards expenses incurred by the member for childcare provided while the member is engaged on local authority business.
- (2) A member is eligible to be paid a childcare allowance for childcare provided for a child only if—
 - (a) the member is a parent or guardian of the child or is a person who usually has responsibility for the day-to-day care of the child (other than on a temporary basis); and
 - (b) the child is under 14 years of age; and
 - (c) the childcare is provided by a person who—
 - (i) is not a parent of the child or a spouse, civil union partner, or de facto partner of the member; and
 - (ii) does not ordinarily reside with the member; and
 - (d) the member provides evidence satisfactory to the local authority of the amount paid for childcare.
- (3) A local authority must not pay childcare allowances to a member that total more than \$6,000 per annum per child.

Hearing fees

15 Fees related to hearings

- (1) A member of a local authority or member of a board who acts as the chairperson of a hearing is entitled to be paid a fee of up to \$116 per hour of hearing time related to the hearing.
- (2) A member of a local authority or member of a board who is not the chairperson of a hearing is entitled to be paid a fee of up to \$93 per hour of hearing time related to the hearing.

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**Local Government Members (2022/23) Determination
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- (3) For any period of hearing time that is less than 1 hour, the fee must be apportioned accordingly.
- (4) This clause does not apply to—
 - (a) a mayor or a member who acts as mayor and is paid the mayor's remuneration and allowances under clause 8(2); or
 - (b) a chairperson of a regional council or a member who acts as chairperson of a regional council and is paid the chairperson's remuneration and allowances under clause 8(2).

Revocation

16 Revocation

The Local Government Members (2021/22) Determination 2021 (LI 2021/173) is revoked.

**Local Government Members (2022/23) Determination
2022**

Schedule 1

**Schedule 1
Remuneration before 2022 election of members**

cl 7(1)

**Part 1
Remuneration of members of regional councils**

Bay of Plenty Regional Council

Office	Annual remuneration (\$)
Chairperson	148,551
Deputy Chairperson of Regional Council	80,004
Committee Chairperson (6)	70,000
Councillor with no additional responsibilities (6)	61,525
Councillor (Minimum Allowable Remuneration)	54,525

Canterbury Regional Council

Office	Annual remuneration (\$)
Chairperson	180,000
Deputy Chairperson	106,341
Councillor (with no additional responsibilities) (12)	72,601
Councillor (Minimum Allowable Remuneration)	64,460

Hawke's Bay Regional Council

Office	Annual remuneration (\$)
Chairperson	137,904
Deputy Chairperson of Regional Council	73,258
Chairperson Corporate and Strategic Committee	73,258
Chairperson Regional Transport Committee and Hearings Committee	73,258
Chairperson Finance, Audit and Risk Sub-committee	73,258
Chairperson, Clifton to Tangoio Coastal Hazards Strategy Joint Committee	73,258
Chairperson Environment and Integrated Catchments Committee	73,258
Councillor with no additional responsibilities (2)	62,868
Councillor (Minimum Allowable Remuneration)	51,083

Manawatū–Whanganui Regional Council

Office	Annual remuneration (\$)
Chairperson	145,002
Deputy Chairperson	68,603
Audit, Risk, and Investment Committee Chair and Catchment Operations Committee Deputy Chair	68,603
Audit, Risk, and Investment Committee Deputy Chair	50,818
Catchment Operations Committee Chair	73,685
Environment Committee Chair	66,062

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Local Government Members (2022/23) Determination 2022	
Schedule 1	
Office	Annual remuneration (\$)
Environment Committee Deputy Chair	50,818
Passenger Transport Committee Chair	66,062
Passenger Transport Committee Deputy Chair	50,818
Manawatu River Users' Advisory Group Chair	50,818
Councillor (with no additional responsibilities) (2)	50,818
Councillor (Minimum Allowable Remuneration)	46,008
Northland Regional Council	
Office	Annual remuneration (\$)
Chairperson	128,271
Deputy Chairperson	79,181
Councillor (with no additional responsibilities) (7)	71,681
Councillor (Minimum Allowable Remuneration)	53,710
Otago Regional Council	
Office	Annual remuneration (\$)
Chairperson	149,058
Deputy Chairperson	91,055
Councillor (with no additional responsibilities) (9)	69,155
Councillor (Minimum Allowable Remuneration)	49,351
Southland Regional Council	
Office	Annual remuneration (\$)
Chairperson	124,215
Deputy Chairperson and Regional Transport Committee Chair	63,784
Chair, Strategy and Policy Committee	54,672
Chair, Organisational Performance and Audit Committee	54,672
Chair, Regulatory Committee	54,672
Chair, Regional Services Committee	54,672
Councillor (with no additional responsibilities) (6)	45,560
Councillor (Minimum Allowable Remuneration)	37,788
Taranaki Regional Council	
Office	Annual remuneration (\$)
Chairperson	103,986
Deputy Chairperson of Regional Council	56,042
Chairperson Executive, Audit and Risk Committee	56,042
Chairperson Consents and Regulatory Committee	56,042
Chairperson Policy and Planning Committee	56,042
Chairperson Regional Transport Committee	45,781
Chairperson Civil Defence Group Committee	45,781
Councillor with no additional responsibilities (4)	39,466
Councillor (Minimum Allowable Remuneration)	37,493

**Local Government Members (2022/23) Determination
2022**

Schedule 1

Waikato Regional Council

Office	Annual remuneration (\$)
Chairperson	163,254
Deputy Chairperson	86,228
Committee Chair (8)	73,860
Councillor (with no additional responsibilities) (4)	64,160
Councillor (Minimum Allowable Remuneration)	58,640

Wellington Regional Council

Office	Annual remuneration (\$)
Chairperson	176,436
Deputy Council Chairperson (with committee chairperson responsibilities)	93,084
Chair, Environment Committee	82,712
Chair, Transport and Infrastructure Committee	82,712
Chair, Climate Committee	82,712
Chair, Chief Executive Employment Review Committee	82,712
Chair, Te Upoko Taiao—Natural Resources Plan Committee	82,712
Chair, Hutt Valley Flood Management Subcommittee and Portfolio Leader	82,712
Portfolio Leader, Sustainable Development	79,614
Councillor (with no additional responsibilities) (4)	66,346
Councillor (Minimum Allowable Remuneration)	62,378

West Coast Regional Council

Office	Annual remuneration (\$)
Chairperson	85,683
Deputy Chairperson of Regional Council and Chairperson Resource Management Committee	64,456
Councillor with no additional responsibilities (5)	52,512
Councillor (Minimum Allowable Remuneration)	36,777

Part 2

**Remuneration of members of territorial authorities and their
community or local boards**

Ashburton District Council

Office	Annual remuneration (\$)
Mayor	123,201
Deputy Mayor	59,182
Councillor (with no additional responsibilities) (8)	41,214
Councillor (Minimum Allowable Remuneration)	25,779

Schedule 1		Local Government Members (2022/23) Determination 2022
<i>Methven Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		5,554
Member		2,777
<i>Auckland Council</i>		
Office		Annual remuneration (\$)
Mayor		296,000
Deputy Mayor		167,900
Chair of Committee of the Whole (4)		140,857
Chair of Regulatory Committee		140,857
Deputy Chair of Committee of the Whole (4)		127,240
Chair of other Committee (2)		124,970
Council-controlled Organisation Liaison Councillor (2)		124,970
Deputy Chair of other Committee (5)		119,297
Portfolio Lead		114,758
Councillor (Minimum Allowable Remuneration)		107,794
<i>Albert–Eden Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		93,744
Deputy Chairperson		56,247
Member		46,872
<i>Aotea/Great Barrier Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		58,559
Deputy Chairperson		35,135
Member		29,279
<i>Devonport–Takapuna Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		87,052
Deputy Chairperson		52,231
Member		43,526
<i>Franklin Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		92,021
Deputy Chairperson		55,212
Member		46,010

**Local Government Members (2022/23) Determination
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Schedule 1

Henderson–Massey Local Board

Office	Annual remuneration (\$)
Chairperson	100,944
Deputy Chairperson	60,566
Member	50,472

Hibiscus and Bays Local Board

Office	Annual remuneration (\$)
Chairperson	92,629
Deputy Chairperson	55,577
Member	46,314

Howick Local Board

Office	Annual remuneration (\$)
Chairperson	99,856
Deputy Chairperson	59,913
Member	49,928

Kaipātiki Local Board

Office	Annual remuneration (\$)
Chairperson	91,818
Deputy Chairperson	55,091
Member	45,909

Māngere–Ōtāhuhu Local Board

Office	Annual remuneration (\$)
Chairperson	101,147
Deputy Chairperson	60,688
Member	50,573

Manurewa Local Board

Office	Annual remuneration (\$)
Chairperson	100,335
Deputy Chairperson	60,201
Member	50,168

Maungakiekie–Tāmaki Local Board

Office	Annual remuneration (\$)
Chairperson	95,975
Deputy Chairperson	57,585
Member	47,988

Schedule 1		Local Government Members (2022/23) Determination 2022
<i>Ōrākei Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		90,195
Deputy Chairperson		54,117
Member		45,098
<i>Ōtara–Papatoetoe Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		100,437
Deputy Chairperson		60,262
Member		50,218
<i>Papakura Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		93,846
Deputy Chairperson		56,307
Member		46,923
<i>Puketāpapa Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		91,108
Deputy Chairperson		54,665
Member		45,554
<i>Rodney Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		88,979
Deputy Chairperson		53,387
Member		44,489
<i>Upper Harbour Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		87,458
Deputy Chairperson		52,475
Member		43,729
<i>Waiheke Local Board</i>		
Office		Annual remuneration (\$)
Chairperson		70,422
Deputy Chairperson		42,253
Member		35,211

**Local Government Members (2022/23) Determination
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Waitākere Ranges Local Board

Office	Annual remuneration (\$)
Chairperson	88,573
Deputy Chairperson	53,144
Member	44,286

Waitematā Local Board

Office	Annual remuneration (\$)
Chairperson	98,713
Deputy Chairperson	59,228
Member	49,356

Whau Local Board

Office	Annual remuneration (\$)
Chairperson	93,035
Deputy Chairperson	55,821
Member	46,517

Buller District Council

Office	Annual remuneration (\$)
Mayor	96,837
Deputy Mayor and Finance Risk and Audit Committee Chair	42,959
Regulatory and Hearings Committee Chair	29,579
Community, Environment and Services Committee Chair	29,579
Community Grants Portfolio Holder	25,463
Youth Development Portfolio Holder	25,463
Punakaiki Area Portfolio Holder	25,463
Councillor (with no additional responsibilities) (4)	23,403
Councillor (Minimum Allowable Remuneration)	19,836

Inangahua Community Board

Office	Annual remuneration (\$)
Chairperson	7,367
Member	3,684

Carterton District Council

Office	Annual remuneration (\$)
Mayor	85,683
Deputy Mayor	49,995
Councillor (with no additional responsibilities) (6)	29,462
Councillor (Minimum Allowable Remuneration)	19,374

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Central Hawke's Bay District Council		
Office	Annual remuneration (\$)	
Mayor		106,470
Deputy Mayor, Chair of Strategy and Wellbeing Committee, Lead Urban Councillor		54,968
Chair of Finance and Infrastructure Committee and Member of Risk and Assurance Committee		41,588
Lead Rural Councillor and Member of Risk and Assurance Committee		34,384
Member of Risk and Assurance Committee (2)		31,296
Councillor (with no additional responsibilities) (3)		27,179
Councillor (Minimum Allowable Remuneration)		24,639
Central Otago District Council		
Office	Annual remuneration (\$)	
Mayor		108,498
Deputy Mayor, Portfolio Lead and Member Cromwell Community Board		32,834
Portfolio Lead and Member Cromwell Community Board		28,456
Councillor and Chairperson Vincent Community Board		28,456
Portfolio Lead and Member Teviot Valley Community Board		26,814
Portfolio Lead and Member Maniototo Community Board		26,814
Councillor and Member Cromwell Community Board		25,173
Councillor and Member Vincent Community Board (2)		25,173
Councillor with no additional responsibilities (3)		21,889
Councillor (Minimum Allowable Remuneration)		21,354
Cromwell Community Board		
Office	Annual remuneration (\$)	
Chairperson		14,661
Member		7,331
Maniototo Community Board		
Office	Annual remuneration (\$)	
Chairperson		7,109
Member		3,554
Teviot Valley Community Board		
Office	Annual remuneration (\$)	
Chairperson		7,109
Member		3,554
Vincent Community Board		
Office	Annual remuneration (\$)	
Chairperson		15,774

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Office	Annual remuneration (\$)
Member	7,887

Chatham Islands Council

Office	Annual remuneration (\$)
Mayor	55,263
Deputy Mayor	24,277
Councillor with no additional responsibilities (7)	18,218
Councillor (Minimum Allowable Remuneration)	13,765

Christchurch City Council

Office	Annual remuneration (\$)
Mayor	197,730
Deputy Mayor	133,088
Councillor with no additional responsibilities (15)	115,728
Councillor (Minimum Allowable Remuneration)	98,642

Banks Peninsula Community Board

Office	Annual remuneration (\$)
Chairperson	20,305
Member	10,153

Coastal–Burwood Community Board

Office	Annual remuneration (\$)
Chairperson	48,376
Member	24,188

Fendalton–Waimairi–Harewood Community Board

Office	Annual remuneration (\$)
Chairperson	47,720
Member	23,860

Halswell–Hornby–Riccarton Community Board

Office	Annual remuneration (\$)
Chairperson	50,347
Member	25,173

Linwood–Central–Heathcote Community Board

Office	Annual remuneration (\$)
Chairperson	50,347
Member	25,173

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Papanui–Innes Community Board

Office	Annual remuneration (\$)
Chairperson	48,376
Member	24,188

Spreydon–Cashmere Community Board

Office	Annual remuneration (\$)
Chairperson	48,376
Member	24,188

Clutha District Council

Office	Annual remuneration (\$)
Mayor	111,540
Deputy Mayor	31,746
Chairperson Standing Committee (3)	30,235
Member Executive Committee (4)	25,701
Member Creative Communities	24,190
Councillor with no additional responsibilities (5)	22,676
Councillor (Minimum Allowable Remuneration)	20,250

Lawrence–Tuapeka Community Board

Office	Annual remuneration (\$)
Chairperson	5,998
Member	2,999

West Otago Community Board

Office	Annual remuneration (\$)
Chairperson	7,109
Member	3,554

Dunedin City Council

Office	Annual remuneration (\$)
Mayor	168,831
Deputy Mayor	92,521
Chairs (6)	87,422
Councillor (with no additional responsibilities) (7)	72,851
Councillor (Minimum Allowable Remuneration)	60,691

Mosgiel–Taieri Community Board

Office	Annual remuneration (\$)
Chairperson	19,799
Member	9,899

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Otago Peninsula Community Board

Office	Annual remuneration (\$)
Chairperson	16,718
Member	8,359

Saddle Hill Community Board

Office	Annual remuneration (\$)
Chairperson	16,939
Member	8,469

Strath Taieri Community Board

Office	Annual remuneration (\$)
Chairperson	14,889
Member	7,445

Waikouaiti Coast Community Board

Office	Annual remuneration (\$)
Chairperson	16,498
Member	8,249

West Harbour Community Board

Office	Annual remuneration (\$)
Chairperson	16,939
Member	8,469

Far North District Council

Office	Annual remuneration (\$)
Mayor	157,170
Deputy Mayor	120,397
Committee Chairperson (4)	97,464
Councillor with no additional responsibilities (4)	75,162
Councillor (Minimum Allowable Remuneration)	58,903

Bay of Islands–Whangaroa Community Board

Office	Annual remuneration (\$)
Chairperson	32,186
Member	16,093

Kaikohe–Hokianga Community Board

Office	Annual remuneration (\$)
Chairperson	27,589
Member	13,795

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Te Hiku Community Board

Office	Annual remuneration (\$)
Chairperson	28,164
Member	14,082

Gisborne District Council

Office	Annual remuneration (\$)
Mayor	157,170
Deputy Mayor	67,607
Chairperson Operations Committee	58,593
Chairperson Regional Transport Committee and Rural Councillor	54,086
Chairperson Wastewater Management Committee	54,086
Rural Councillor (3)	47,325
Councillor with no additional responsibilities (6)	45,071
Councillor (Minimum Allowable Remuneration)	38,446

Gore District Council

Office	Annual remuneration (\$)
Mayor	100,893
Deputy Mayor	36,463
Audit and Risk Committee Chair	30,876
Capital Works Committee Chair	30,876
Community and Strategy Committee Chair	30,876
Councillor (with no additional responsibilities) (7)	23,672
Councillor (Minimum Allowable Remuneration)	19,017

Mataura Community Board

Office	Annual remuneration (\$)
Chairperson	4,242
Member	2,121

Grey District Council

Office	Annual remuneration (\$)
Mayor	103,428
Deputy Mayor also Portfolio Councillor for Three Waters	41,992
Councillor—Portfolio Transport	36,744
Councillor—Portfolio Spatial Development, Finance and Risk	36,744
Councillor (with no additional responsibilities) (5)	28,124
Councillor (Minimum Allowable Remuneration)	22,868

Hamilton City Council

Office	Annual remuneration (\$)
Mayor	176,943
Deputy Mayor	114,642

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Office	Annual remuneration (\$)
Chair of Committee (7)	103,640
Deputy Chair of Committee (4)	94,264
Councillor (Minimum Allowable Remuneration)	75,974

Hastings District Council

Office	Annual remuneration (\$)
Mayor	155,649
Deputy Mayor	80,067
Chair: Committees of the Whole (2)	66,341
Chair: Subcommittee (5)	57,191
Deputy Committee Chair (4)	52,615
Ambassador for Hastings	52,615
Champion—Flaxmere Development	48,040
Councillor (Minimum Allowable Remuneration)	44,378

Hastings District Rural Community Board

Office	Annual remuneration (\$)
Chairperson	15,475
Member	7,738

Hauraki District Council

Office	Annual remuneration (\$)
Mayor	119,652
Deputy Mayor	42,274
Ward Committee Chairperson (3)	31,149
Emergency Management Committee Chairperson	28,924
Portfolio Leader (4)	26,699
Councillor with no additional responsibilities (4)	22,249
Councillor (Minimum Allowable Remuneration)	22,014

Horowhenua District Council

Office	Annual remuneration (\$)
Mayor	130,806
Deputy Mayor	71,013
Deputy Chair Finance, Audit and Risk Subcommittee	43,396
Chairperson, Community Funding and Recognition Committee	47,342
Chairperson, Community Wellbeing Committee	47,342
Councillor (with no additional responsibilities) (6)	39,452
Councillor (Minimum Allowable Remuneration)	28,978

Foxton Community Board

Office	Annual remuneration (\$)
Chairperson	12,884

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Office		Annual remuneration (\$)	
Member			6,442
Hurunui District Council			
Office		Annual remuneration (\$)	
Mayor			103,935
Deputy Mayor			34,475
Councillor (with no additional responsibilities) (9)			24,625
Councillor (Minimum Allowable Remuneration)			20,821
Hanmer Springs Community Board			
Office		Annual remuneration (\$)	
Chairperson			8,259
Member			4,130
Hutt City Council			
Office		Annual remuneration (\$)	
Mayor			160,212
Deputy Mayor/Chair of Standing Committee			102,945
Chair of Standing Committee (3)			82,463
Deputy Chair of Standing Committee (4)			65,451
Chair Traffic Subcommittee			69,150
Councillor with no additional responsibilities (3)			55,304
Councillor (Minimum Allowable Remuneration)			54,379
Eastbourne Community Board			
Office		Annual remuneration (\$)	
Chairperson			13,926
Member			6,963
Petone Community Board			
Office		Annual remuneration (\$)	
Chairperson			16,580
Member			8,290
Wainuiomata Community Board			
Office		Annual remuneration (\$)	
Chairperson			17,465
Member			8,732
Invercargill City Council			
Office		Annual remuneration (\$)	
Mayor			141,960
Deputy Mayor			57,040

**Local Government Members (2022/23) Determination
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Office	Annual remuneration (\$)
Infrastructural Services Standing Committee Chairperson	49,538
Infrastructural Services Standing Committee Deputy Chairperson	43,800
Performance, Policy and Partnership Standing Committee Chairperson	49,538
Performance, Policy and Partnership Standing Committee Deputy Chairperson	43,800
Councillor (with additional responsibilities) (7)	39,710
Councillor (Minimum Allowable Remuneration)	35,152

Bluff Community Board

Office	Annual remuneration (\$)
Chairperson	8,842
Member	4,421

Kaikōura District Council

Office	Annual remuneration (\$)
Mayor	85,683
Deputy Mayor	40,816
Councillor with no additional responsibilities (6)	27,213
Councillor (Minimum Allowable Remuneration)	19,579

Kaipara District Council

Office	Annual remuneration (\$)
Mayor	120,666
Deputy Mayor	56,619
Councillor with no additional responsibilities (7)	44,757
Councillor (Minimum Allowable Remuneration)	30,924

Kapiti Coast District Council

Office	Annual remuneration (\$)
Mayor	140,439
Deputy Mayor	61,753
Chair, Strategy and Operations	56,607
Portfolio A Holder (4)	52,088
Portfolio B Holder (4)	46,372
Councillor (Minimum Allowable Remuneration)	36,555

Ōtaki Community Board

Office	Annual remuneration (\$)
Chairperson	15,695
Member	7,848

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<i>Paekākāriki Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		8,179
Member		4,090
<i>Paraparaumu–Raumati Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		20,559
Member		10,280
<i>Waikanae Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		16,802
Member		8,401
Kawerau District Council		
Office		Annual remuneration (\$)
Mayor		94,809
Deputy Mayor		36,702
Chair of Regulatory and Services Committee		32,770
Councillor (with no additional responsibilities) (6)		26,216
Councillor (Minimum Allowable Remuneration)		18,196
Mackenzie District Council		
Office		Annual remuneration (\$)
Mayor		85,683
Deputy Mayor		35,742
Engineering and Services Committee Chair		35,742
Commercial and Economic Development Committee Chair		35,742
Planning and Regulatory Committee Chair		35,742
Councillor (with no additional responsibilities) (2)		19,221
Councillor (Minimum Allowable Remuneration)		19,221
<i>Fairlie Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		4,117
Member		2,058
<i>Tekapo Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		4,117
Member		2,058

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Twizel Community Board

Office	Annual remuneration (\$)
Chairperson	5,135
Member	2,567

Manawatu District Council

Office	Annual remuneration (\$)
Mayor	122,694
Deputy Mayor	55,556
Audit and Risk Committee Chairperson	43,652
Community Development Committee Chairperson	43,652
Hearings Committee Chairperson	43,652
Health and Safety Governance Representative	43,652
Councillor with no additional responsibilities (4)	39,683
Councillor (Minimum Allowable Remuneration)	29,154

Marlborough District Council

Office	Annual remuneration (\$)
Mayor	142,974
Deputy Mayor	58,855
Chairperson Standing Committee	52,231
Chairperson Statutory/Joint Committee (2)	47,110
Deputy Chairperson Standing Committee	44,038
Deputy Chairperson Standing Committee and Chairperson Sub-Committee (2)	46,086
Chairperson Sub-Committee (3)	43,014
Chairperson of 2 or more Sub-Committees	45,062
Councillor (with no additional responsibilities) (2)	40,966
Councillor (Minimum Allowable Remuneration)	37,566

Masterton District Council

Office	Annual remuneration (\$)
Mayor	123,708
Deputy Mayor	47,732
Chair—Infrastructure and Services Committee	47,732
Chair—Awards and Grants Committee	42,224
Chair—Hearings Committee	40,388
Councillor (with no additional responsibilities) (6)	36,717
Councillor (Minimum Allowable Remuneration)	30,053

Matamata-Piako District Council

Office	Annual remuneration (\$)
Mayor	124,722
Deputy Mayor	40,543

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Office	Annual remuneration (\$)
Chair of Corporate and Operations Committee	40,543
Councillor (with no additional responsibilities) (9)	35,255
Councillor (Minimum Allowable Remuneration)	27,857

Napier City Council

Office	Annual remuneration (\$)
Mayor	147,537
Deputy Mayor and Chair of Standing Committee	83,400
Chair of Standing Committee (3)	63,593
Deputy Chair of Standing Committee (4)	59,684
Portfolio Holder (4)	55,539
Councillor (Minimum Allowable Remuneration)	44,976

Nelson City Council

Office	Annual remuneration (\$)
Mayor	146,523
Deputy Mayor	67,332
Senior Chair (Chair of Infrastructure, Regional Transport Committee, Deputy Chair Environment and Climate Committee (Nelson Plan Lead))	58,134
Committee Chair (2)	58,134
Subcommittee Chair	49,995
Councillor (with no additional responsibilities) (7)	45,372
Councillor (Minimum Allowable Remuneration)	40,083

New Plymouth District Council

Office	Annual remuneration (\$)
Mayor	154,128
Deputy Mayor	82,308
Chairperson Strategy and Operations Committee	66,875
Chairperson Finance, Audit and Risk Committee	61,731
Chairperson Te Huinga Taumatua	61,731
Chairperson Strategy Projects Committee	61,731
Councillor with no additional responsibilities (9)	51,442
Councillor (Minimum Allowable Remuneration)	44,513

Clifton Community Board

Office	Annual remuneration (\$)
Chairperson	12,821
Member	6,410

Inglewood Community Board

Office	Annual remuneration (\$)
Chairperson	15,254
Member	7,627

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Kaitake Community Board

Office	Annual remuneration (\$)
Chairperson	13,706
Member	6,853

Waitara Community Board

Office	Annual remuneration (\$)
Chairperson	15,254
Member	7,627

Ōpōtiki District Council

Office	Annual remuneration (\$)
Mayor	100,386
Deputy Mayor	53,743
Cultural Ambassador/Coast Community Board Chair	46,057
Councillor (with no additional responsibilities) (4)	29,590
Councillor (Minimum Allowable Remuneration)	22,018

Coast Community Board

Office	Annual remuneration (\$)
Chairperson	10,269
Member	5,135

Ōtorohanga District Council

Office	Annual remuneration (\$)
Mayor	93,795
Deputy Mayor and Member Grants and Awards Committee	39,642
Council Representative on Ōtorohanga Community Board and Member Grants and Awards Committee	30,736
Council Representative on Ōtorohanga Community Board	28,612
Chairperson Grants and Awards Committee	24,432
Council Representative on Kawhia Community Board and Member Risk and Assurance Committee	27,552
Deputy Chairperson Risk and Assurance Committee	27,619
Member Risk and Assurance Committee	25,494
Councillor (Minimum Allowable Remuneration)	19,170

Kawhia Community Board

Office	Annual remuneration (\$)
Chairperson	4,117
Member	2,058

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<i>Ōtorohanga Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		14,733
Member		7,367
 <i>Palmerston North City Council</i>		
Office		Annual remuneration (\$)
Mayor		154,635
Deputy Mayor, Chair—Planning and Strategy Committee, Chair—Hearings Committee, and Chair—Chief Executive Performance Review		85,873
Chair—Finance and Audit Committee		55,440
Chair—Infrastructure Committee		55,440
Chair—Arts, Culture and Heritage Committee		52,036
Chair—Community Development		52,036
Chair—Economic Development Committee		52,036
Chair—Environmental Sustainability Committee		52,036
Chair—Play, Recreation and Sport Committee		52,036
Councillor (with no additional responsibilities) (7)		48,632
Councillor (Minimum Allowable Remuneration)		44,107
 <i>Porirua City Council</i>		
Office		Annual remuneration (\$)
Mayor		147,030
Deputy Mayor		72,662
Chair Te Puna Kōrero		69,826
Chair Chief Executive's Employment Committee		56,195
Councillor (with no additional responsibilities) (7)		51,564
Councillor (Minimum Allowable Remuneration)		39,749
 <i>Queenstown-Lakes District Council</i>		
Office		Annual remuneration (\$)
Mayor		129,792
Deputy Mayor		49,728
Chair of Standing Committee (4)		46,519
Councillor (with no additional responsibilities) (5)		40,103
Councillor (Minimum Allowable Remuneration)		33,375
 <i>Wanaka Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		24,659
Member		12,329

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Rangitikei District Council

Office	Annual remuneration (\$)
Mayor	108,498
Deputy Mayor and Chair of the Chief Executive Review Committee	41,487
Committee Chair (2)	29,653
Committee Deputy Chair (3)	25,537
Councillor (with no additional responsibilities) (5)	23,478
Councillor (Minimum Allowable Remuneration)	20,860

Ratana Community Board

Office	Annual remuneration (\$)
Chairperson	4,377
Member	2,189

Taihape Community Board

Office	Annual remuneration (\$)
Chairperson	8,929
Member	4,465

Rotorua District Council

Office	Annual remuneration (\$)
Mayor	154,128
Deputy Mayor, Lead—Economic Development Working Group, and Lead—Sustainable Environment Working Group	110,125
Chairperson Strategy, Policy and Finance Committee and Lead—Four Wellbeings Working Group	91,450
Chairperson Operations and Monitoring Committee, Lead—Liveable Communities Working Group, and Lead—Housing Working Group	91,450
Deputy Chairperson Strategy, Policy and Finance Committee, Lead—Economic Development (Housing Development) Working Group, and Lead—Sport and Recreation Working Group	77,914
Deputy Chairperson Operations and Monitoring Committee and Lead—Arts and Culture Working Group	77,914
Cultural Ambassador	77,914
Lead—Climate Change Working Group	77,914
Councillor with no additional responsibilities (3)	60,569
Councillor (Minimum Allowable Remuneration)	54,431

Rotorua Lakes Community Board

Office	Annual remuneration (\$)
Chairperson	17,288
Member	8,644

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<i>Rotorua Rural Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		19,321
Member		9,661
<i>Ruapehu District Council</i>		
Office		Annual remuneration (\$)
Mayor		111,033
Deputy Mayor		38,896
Councillor (with no additional responsibilities) (10)		26,463
Councillor (Minimum Allowable Remuneration)		20,211
<i>National Park Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		6,028
Member		3,014
<i>Waimarino–Waiouru Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		8,929
Member		4,465
<i>Selwyn District Council</i>		
Office		Annual remuneration (\$)
Mayor		138,411
Deputy Mayor		52,842
Councillor (with no additional responsibilities) (10)		44,039
Councillor (Minimum Allowable Remuneration)		35,624
<i>Malvern Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		18,238
Member		9,119
<i>South Taranaki District Council</i>		
Office		Annual remuneration (\$)
Mayor		127,764
Deputy Mayor		49,631
Member Audit and Risk Committee (4)		36,397
Councillor with no additional responsibilities (7)		33,088
Councillor (Minimum Allowable Remuneration)		26,152

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Eltham-Kaponga Community Board

Office	Annual remuneration (\$)
Chairperson	11,733
Member	5,866

Pātea Community Board

Office	Annual remuneration (\$)
Chairperson	11,330
Member	5,665

Taranaki Coastal Community Board

Office	Annual remuneration (\$)
Chairperson	12,850
Member	6,425

Te Hāwera Community Board

Office	Annual remuneration (\$)
Chairperson	14,440
Member	7,220

South Waikato District Council

Office	Annual remuneration (\$)
Mayor	122,187
Deputy Mayor (Chair Community and Assets Committee)	50,017
Committee Chair A Corporate and Regulatory Committee	42,444
Committee Chair B Grants	39,794
Councillor (with no additional responsibilities) (7)	35,307
Councillor (Minimum Allowable Remuneration)	27,034

Tirau Community Board

Office	Annual remuneration (\$)
Chairperson	6,886
Member	3,443

South Wairarapa District Council

Office	Annual remuneration (\$)
Mayor	94,302
Deputy Mayor	35,275
Chair of Finance, Audit, and Risk Committee	27,934
Chair of Planning and Regulatory Committee	25,959
Chair of Assets and Services Committee	25,734
District Licensing Deputy Chair	23,501
Martinborough Community Board and Waste Minimisation responsibilities	26,422

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Office		Annual remuneration (\$)	
Greytown Community Board and Water Management responsibilities			28,362
Martinborough Community Board			25,148
Wairarapa Policies and Road Safety Council			27,663
Councillor (Minimum Allowable Remuneration)			18,855
Featherston Community Board			
Office		Annual remuneration (\$)	
Chairperson			6,697
Member			3,349
Greytown Community Board			
Office		Annual remuneration (\$)	
Chairperson			6,697
Member			3,349
Martinborough Community Board			
Office		Annual remuneration (\$)	
Chairperson			6,697
Member			3,349
Southland District Council			
Office		Annual remuneration (\$)	
Mayor			125,736
Deputy Mayor			44,764
Committee Chairperson (2)			38,854
Councillor (with no additional responsibilities) (9)			31,710
Councillor (Minimum Allowable Remuneration)			26,630
Ardlussa Community Board			
Office		Annual remuneration (\$)	
Chairperson			7,702
Member			3,851
Fiordland Community Board			
Office		Annual remuneration (\$)	
Chairperson			9,469
Member			4,734
Northern Community Board			
Office		Annual remuneration (\$)	
Chairperson			7,446
Member			3,723

**Local Government Members (2022/23) Determination
2022**

Schedule 1

Oraka Aparima Community Board

Office	Annual remuneration (\$)
Chairperson	8,319
Member	4,160

Oreti Community Board

Office	Annual remuneration (\$)
Chairperson	10,719
Member	5,360

Stewart Island/Rakiura Community Board

Office	Annual remuneration (\$)
Chairperson	4,117
Member	2,058

Tuatapere Te Waewae Community Board

Office	Annual remuneration (\$)
Chairperson	7,265
Member	3,633

Waihopai Toetoe Community Board

Office	Annual remuneration (\$)
Chairperson	10,091
Member	5,046

Wallace Takitimu Community Board

Office	Annual remuneration (\$)
Chairperson	8,845
Member	4,423

Stratford District Council

Office	Annual remuneration (\$)
Mayor	91,767
Deputy Mayor	35,477
Chairperson Stratford Sport NZ Rural Travel Fund	26,354
Chairperson Farm and Aerodrome Committee	29,143
Councillor (with no additional responsibilities) (7)	25,342
Councillor (Minimum Allowable Remuneration)	18,905

Tararua District Council

Office	Annual remuneration (\$)
Mayor	114,075
Deputy Mayor	50,528
Councillor with no additional responsibilities (7)	38,852

Schedule 1		Local Government Members (2022/23) Determination 2022	
Office		Annual remuneration (\$)	
Councillor (Minimum Allowable Remuneration)		27,499	
<i>Dannevirke Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson		11,996	
Member		5,998	
<i>Eketahuna Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson		7,775	
Member		3,887	
Tasman District Council			
Office		Annual remuneration (\$)	
Mayor		156,156	
Deputy Mayor		69,022	
Chairperson Standing Committee (2)		55,217	
Councillor with no additional responsibilities (10)		46,014	
Councillor (Minimum Allowable Remuneration)		38,320	
<i>Golden Bay Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson		13,486	
Member		6,743	
<i>Motueka Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson		15,033	
Member		7,516	
Taupo District Council			
Office		Annual remuneration (\$)	
Mayor		135,876	
Deputy Mayor		48,987	
Chair—Emergency Management Committee		46,945	
Chair—Taupo Reserves and Roding Committee		46,945	
Chair—Mangakino/Pouakani Representative Group		46,945	
Chair—Kinloch Representative Group		44,904	
Chair—Taupo East Rural Representative Group		44,904	
Councillor (with no additional responsibilities) (5)		40,823	
Councillor (Minimum Allowable Remuneration)		35,762	

**Local Government Members (2022/23) Determination
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Schedule 1

Turangi–Tongariro Community Board

Office	Annual remuneration (\$)
Chairperson	17,328
Member	8,664

Tauranga City Council

Office	Annual remuneration (\$)
Mayor	168,831
Deputy Mayor	123,788
Chairperson of Standing Committee (3)	116,253
Deputy Chairperson of Standing Committee (4)	109,795
Councillor (with no additional responsibilities) (2)	107,642
Councillor (Minimum Allowable Remuneration)	79,538

Thames-Coromandel District Council

Office	Annual remuneration (\$)
Mayor	131,820
Deputy Mayor, Member Audit and Risk Committee, and Member Chief Executive Liaison Committee	69,518
Chairperson Emergency Management Committee, Holder Emergency Management Portfolio, Member Audit and Risk Committee, Member Chief Executive Liaison Committee, and Member Regional Civil Defence Emergency Management Group	65,255
Holder Infrastructure Portfolio, Member Audit and Risk Committee, and Member Regional Transport Committee	65,255
Member Audit and Risk Committee, Member Coromandel Catchment Liaison Committee, and Member Emergency Management Committee	58,860
Member Audit and Risk Committee and Member Emergency Management Committee	49,101
Member Audit and Risk Committee and Member Chief Executive Liaison Committee	49,101
Member Audit and Risk Committee (2)	49,101
Councillor (Minimum Allowable Remuneration)	37,544

Coromandel–Colville Community Board

Office	Annual remuneration (\$)
Chairperson	16,173
Member	8,087

Mercury Bay Community Board

Office	Annual remuneration (\$)
Chairperson	19,350
Member	9,675

Schedule 1		Local Government Members (2022/23) Determination 2022
<i>Tairua–Pauanui Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		16,173
Member		8,087
<i>Thames Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		20,506
Member		10,253
<i>Whangamata Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		17,617
Member		8,808
Timaru District Council		
Office		Annual remuneration (\$)
Mayor		134,355
Deputy Mayor		65,232
Chairperson Commercial and Strategy Committee		53,000
Chairperson Community Services Committee		53,000
Chairperson Environmental Services Committee		53,000
Chairperson Infrastructure Committee		53,000
Deputy Chairperson Commercial and Strategy Committee		46,885
Deputy Chairperson Community Services Committee		46,885
Deputy Chairperson Environmental Services Committee		46,885
Deputy Chairperson Infrastructure Committee		46,885
Councillor (Minimum Allowable Remuneration)		36,581
<i>Geraldine Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		11,330
Member		5,665
<i>Pleasant Point Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		8,885
Member		4,443
<i>Temuka Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		11,552
Member		5,776

**Local Government Members (2022/23) Determination
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Schedule 1

Upper Hutt City Council

Office	Annual remuneration (\$)
Mayor	129,792
Deputy Mayor	55,464
Chair, Policy Committee	48,070
Chair, Finance and Performance Committee	48,070
Chair, City Development Committee	48,070
Chair, Risk and Assurance Committee	44,372
Chair, Hutt Valley Services Committee	44,372
Councillor (with no additional responsibilities) (4)	36,977
Councillor (Minimum Allowable Remuneration)	32,814

Waikato District Council

Office	Annual remuneration (\$)
Mayor	150,579
Deputy Mayor	81,652
Chairperson (Infrastructure Committee)	71,261
Chairperson (Strategy and Finance Committee)	71,261
Chairperson (Policy and Regulatory Committee)	71,261
Chairperson (Discretionary and Funding Committee)	56,910
Chairperson (Proposed District Plan Subcommittee)	61,239
Councillor (with no additional responsibilities) (7)	49,486
Councillor (Minimum Allowable Remuneration)	43,767

Huntly Community Board

Office	Annual remuneration (\$)
Chairperson	10,831
Member	5,416

Ngāruawāhia Community Board

Office	Annual remuneration (\$)
Chairperson	10,831
Member	5,416

Onewhero–Tuakau Community Board

Office	Annual remuneration (\$)
Chairperson	11,275
Member	5,637

Raglan Community Board

Office	Annual remuneration (\$)
Chairperson	9,064
Member	4,532

Schedule 1

Local Government Members (2022/23) Determination
2022

Taupiri Community Board

Office	Annual remuneration (\$)
Chairperson	4,117
Member	2,058

Waimakariri District Council

Office	Annual remuneration (\$)
Mayor	139,425
Deputy Mayor	59,820
Councillor (with portfolio and committee chairing responsibilities) (9)	49,210
Councillor (Minimum Allowable Remuneration)	38,156

Kaiapoi–Tuahiwi Community Board

Office	Annual remuneration (\$)
Chairperson	17,991
Member	8,995

Oxford–Ohoka Community Board

Office	Annual remuneration (\$)
Chairperson	16,949
Member	8,475

Rangiora–Ashley Community Board

Office	Annual remuneration (\$)
Chairperson	23,206
Member	11,603

Woodend–Sefton Community Board

Office	Annual remuneration (\$)
Chairperson	14,863
Member	7,431

Waimate District Council

Office	Annual remuneration (\$)
Mayor	88,725
Deputy Mayor	40,018
Councillor (with no additional responsibilities) (7)	26,678
Councillor (Minimum Allowable Remuneration)	19,579

Waipa District Council

Office	Annual remuneration (\$)
Mayor	137,397
Deputy Mayor	44,601
Committee Chair (4)	41,169

**Local Government Members (2022/23) Determination
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Office	Annual remuneration (\$)
Councillor (with no additional responsibilities) (8)	34,308
Councillor (Minimum Allowable Remuneration)	32,455

Cambridge Community Board

Office	Annual remuneration (\$)
Chairperson	19,327
Member	9,663

Te Awamutu Community Board

Office	Annual remuneration (\$)
Chairperson	18,662
Member	9,331

Wairoa District Council

Office	Annual remuneration (\$)
Mayor	102,414
Deputy Mayor	44,119
Councillor (with no additional responsibilities) (5)	40,499
Councillor (Minimum Allowable Remuneration)	26,428

Waitaki District Council

Office	Annual remuneration (\$)
Mayor	116,103
Deputy Mayor	47,432
Main Committee Chair (2)	40,557
Other Committee Chair (2)	35,487
Deputy Chair (4)	35,487
Councillor (Minimum Allowable Remuneration)	24,830

Ahuriri Community Board

Office	Annual remuneration (\$)
Chairperson	11,979
Member	5,989

Waihemo Community Board

Office	Annual remuneration (\$)
Chairperson	12,440
Member	6,220

Waitomo District Council

Office	Annual remuneration (\$)
Mayor	99,879
Deputy Mayor	50,172

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Schedule 1		Local Government Members (2022/23) Determination 2022	
Office		Annual remuneration (\$)	
Councillor with no additional responsibilities (5)		33,598	
Councillor (Minimum Allowable Remuneration)		24,424	
Wellington City Council			
Office		Annual remuneration (\$)	
Mayor		183,027	
Deputy Mayor		142,017	
Chair of Committee of the Whole (5)		123,256	
Councillor (with no additional responsibilities) (7)		121,293	
Councillor (Minimum Allowable Remuneration)		88,090	
Makara–Ohariu Community Board			
Office		Annual remuneration (\$)	
Chairperson		9,704	
Member		4,852	
Tawa Community Board			
Office		Annual remuneration (\$)	
Chairperson		19,359	
Member		9,680	
Western Bay of Plenty District Council			
Office		Annual remuneration (\$)	
Mayor		138,411	
Deputy Mayor and Chairperson Annual Plan, Long Term Plan, Regulatory Hearings, and District Plan Committees		61,753	
Chairperson Performance and Monitoring Committee		49,402	
Chairperson Katikati—Waihi Beach Ward Forum		44,771	
Chairperson Kaimai Ward Forum		44,771	
Chairperson Maketu—Te Puke Ward Forum		44,771	
Councillor with no additional responsibilities (6)		41,294	
Councillor (Minimum Allowable Remuneration)		33,921	
Katikati Community Board			
Office		Annual remuneration (\$)	
Chairperson		11,330	
Member		5,665	
Maketu Community Board			
Office		Annual remuneration (\$)	
Chairperson		5,997	
Member		2,999	

**Local Government Members (2022/23) Determination
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Ōmokoroa Community Board

Office	Annual remuneration (\$)
Chairperson	8,220
Member	4,110

Te Puke Community Board

Office	Annual remuneration (\$)
Chairperson	11,330
Member	5,665

Waihi Beach Community Board

Office	Annual remuneration (\$)
Chairperson	9,330
Member	4,665

Westland District Council

Office	Annual remuneration (\$)
Mayor	92,781
Deputy Mayor and Chairperson Capital Projects and Tenders Committee	49,312
Chairperson Planning Committee and Community Development Committee	38,343
Councillor (with no additional responsibilities) (6)	23,185
Councillor (Minimum Allowable Remuneration)	19,272

Whakatane District Council

Office	Annual remuneration (\$)
Mayor	135,876
Deputy Mayor	68,294
Committee Chairperson (3)	56,912
Deputy Committee Chairperson (2)	41,735
Councillor with no additional responsibilities (4)	37,941
Councillor (Minimum Allowable Remuneration)	33,842

Murupara Community Board

Office	Annual remuneration (\$)
Chairperson	8,220
Member	4,110

Rangitāiki Community Board

Office	Annual remuneration (\$)
Chairperson	10,663
Member	5,331

Schedule 1		Local Government Members (2022/23) Determination 2022
<i>Tāneatua Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		8,220
Member		4,110
<i>Whakatāne–Ōhope Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		17,827
Member		8,913
Whanganui District Council		
Office		Annual remuneration (\$)
Mayor		142,974
Deputy Mayor		51,340
Chairperson Strategy and Finance Committee		47,391
Chairperson Infrastructure, Climate Change, and Emergency Management Committee		47,391
Chairperson Property and Community Services Committee and Advisory Group Chair		49,365
Advisory Group Chair (2)		43,442
Deputy Chair (3)		43,442
Councillor (with no additional responsibilities) (3)		39,492
Councillor (Minimum Allowable Remuneration)		33,872
<i>Whanganui Rural Community Board</i>		
Office		Annual remuneration (\$)
Chairperson		11,552
Member		5,776
Whangarei District Council		
Office		Annual remuneration (\$)
Mayor		158,184
Deputy Mayor		87,292
Chairperson Infrastructure Committee		76,382
Chairperson Community Development Committee		76,382
Chairperson Strategy, Planning and Development Committee		76,382
Chairperson Te Karearea Strategic Partnership Forum		76,382
Chairperson Civic Honours Committee		60,014
Councillor with no additional responsibilities (7)		54,558
Councillor (Minimum Allowable Remuneration)		50,051

**Local Government Members (2022/23) Determination
2022**

Schedule 2

**Schedule 2
Remuneration from 2022 election of members**

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**Part 1
Remuneration of members of regional councils**

Bay of Plenty Regional Council

Office	Annual remuneration (\$)
Chairperson	152,522
Councillor (Minimum Allowable Remuneration)	54,525

Canterbury Regional Council

Office	Annual remuneration (\$)
Chairperson	180,000
Councillor (Minimum Allowable Remuneration)	64,460

Hawke's Bay Regional Council

Office	Annual remuneration (\$)
Chairperson	142,761
Councillor (Minimum Allowable Remuneration)	58,224

Manawatū–Whanganui Regional Council

Office	Annual remuneration (\$)
Chairperson	147,893
Councillor (Minimum Allowable Remuneration)	49,012

Northland Regional Council

Office	Annual remuneration (\$)
Chairperson	133,892
Councillor (Minimum Allowable Remuneration)	53,710

Otago Regional Council

Office	Annual remuneration (\$)
Chairperson	152,881
Councillor (Minimum Allowable Remuneration)	50,833

Southland Regional Council

Office	Annual remuneration (\$)
Chairperson	129,434
Councillor (Minimum Allowable Remuneration)	37,788

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Schedule 2	Local Government Members (2022/23) Determination 2022	
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Taranaki Regional Council		
Office		Annual remuneration (\$)
Chairperson		112,227
Councillor (Minimum Allowable Remuneration)		37,493
Waikato Regional Council		
Office		Annual remuneration (\$)
Chairperson		163,254
Councillor (Minimum Allowable Remuneration)		58,640
Wellington Regional Council		
Office		Annual remuneration (\$)
Chairperson		176,609
Councillor (Minimum Allowable Remuneration)		63,237
West Coast Regional Council		
Office		Annual remuneration (\$)
Chairperson		96,662
Councillor (Minimum Allowable Remuneration)		37,112

Part 2

Remuneration of members of territorial authorities and their community or local boards

Ashburton District Council			
Office		Annual remuneration (\$)	
Mayor			132,690
Councillor (Minimum Allowable Remuneration)			29,842
<i>Methven Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			5,554
Member			2,777
Auckland Council			
Office		Annual remuneration (\$)	
Mayor			296,000
Councillor (Minimum Allowable Remuneration)			107,794
<i>Albert–Eden Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			97,068

**Local Government Members (2022/23) Determination
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Office	Annual remuneration (\$)
Deputy Chairperson	58,241
Member	48,534

Aotea/Great Barrier Local Board

Office	Annual remuneration (\$)
Chairperson	60,060
Deputy Chairperson	36,036
Member	30,030

Devonport–Takapuna Local Board

Office	Annual remuneration (\$)
Chairperson	91,348
Deputy Chairperson	54,809
Member	45,674

Franklin Local Board

Office	Annual remuneration (\$)
Chairperson	95,468
Deputy Chairperson	57,281
Member	47,734

Henderson–Massey Local Board

Office	Annual remuneration (\$)
Chairperson	106,921
Deputy Chairperson	64,152
Member	53,460

Hibiscus and Bays Local Board

Office	Annual remuneration (\$)
Chairperson	97,639
Deputy Chairperson	58,584
Member	48,820

Howick Local Board

Office	Annual remuneration (\$)
Chairperson	102,244
Deputy Chairperson	61,347
Member	51,122

Kaipātiki Local Board

Office	Annual remuneration (\$)
Chairperson	96,867
Deputy Chairperson	58,120

Schedule 2		Local Government Members (2022/23) Determination 2022	
Office		Annual remuneration (\$)	
Member			48,434
<i>Māngere–Ōtāhuhu Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			107,640
Deputy Chairperson			64,584
Member			53,820
<i>Manurewa Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			106,308
Deputy Chairperson			63,785
Member			53,154
<i>Maungakiekie–Tāmaki Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			100,863
Deputy Chairperson			60,518
Member			50,431
<i>Ōrākei Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			94,479
Deputy Chairperson			56,688
Member			47,240
<i>Ōtara–Papatoetoe Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			107,207
Deputy Chairperson			64,324
Member			53,604
<i>Papakura Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			98,116
Deputy Chairperson			58,869
Member			49,058
<i>Puketāpapa Local Board</i>			
Office		Annual remuneration (\$)	
Chairperson			93,542
Deputy Chairperson			56,125
Member			46,771

**Local Government Members (2022/23) Determination
2022**

Schedule 2

Rodney Local Board

Office	Annual remuneration (\$)
Chairperson	93,633
Deputy Chairperson	56,180
Member	46,817

Upper Harbour Local Board

Office	Annual remuneration (\$)
Chairperson	92,413
Deputy Chairperson	55,448
Member	46,206

Waiheke Local Board

Office	Annual remuneration (\$)
Chairperson	70,710
Deputy Chairperson	42,426
Member	35,355

Waitākere Ranges Local Board

Office	Annual remuneration (\$)
Chairperson	91,497
Deputy Chairperson	54,898
Member	45,748

Waitematā Local Board

Office	Annual remuneration (\$)
Chairperson	101,708
Deputy Chairperson	61,025
Member	50,854

Whau Local Board

Office	Annual remuneration (\$)
Chairperson	99,427
Deputy Chairperson	59,656
Member	49,714

Buller District Council

Office	Annual remuneration (\$)
Mayor	115,736
Councillor (Minimum Allowable Remuneration)	23,640

Inangahua Community Board

Office	Annual remuneration (\$)
Chairperson	7,367

Schedule 2		Local Government Members (2022/23) Determination 2022	
Office		Annual remuneration (\$)	
Member			3,684
Carterton District Council			
Office		Annual remuneration (\$)	
Mayor			100,365
Councillor (Minimum Allowable Remuneration)			19,375
Central Hawke's Bay District Council			
Office		Annual remuneration (\$)	
Mayor			119,272
Councillor (Minimum Allowable Remuneration)			31,401
Central Otago District Council			
Office		Annual remuneration (\$)	
Mayor			120,841
Councillor (Minimum Allowable Remuneration)			27,182
Cromwell Community Board			
Office		Annual remuneration (\$)	
Chairperson			14,661
Member			7,331
Maniototo Community Board			
Office		Annual remuneration (\$)	
Chairperson			7,109
Member			3,554
Teviot Valley Community Board			
Office		Annual remuneration (\$)	
Chairperson			7,109
Member			3,554
Vincent Community Board			
Office		Annual remuneration (\$)	
Chairperson			15,774
Member			7,887
Chatham Islands Council			
Office		Annual remuneration (\$)	
Mayor			57,408
Councillor (Minimum Allowable Remuneration)			13,765

**Local Government Members (2022/23) Determination
2022**

Schedule 2

Christchurch City Council

Office	Annual remuneration (\$)
Mayor	200,000
Councillor (Minimum Allowable Remuneration)	100,278

Te Pātaka o Rākaihautū Banks Peninsula Community Board

Office	Annual remuneration (\$)
Chairperson	20,305
Member	10,153

Waihoru Spreydon-Cashmere-Heathcote Community Board

Office	Annual remuneration (\$)
Chairperson	52,077
Member	26,039

Waimāero Fendalton-Waimairi-Harewood Community Board

Office	Annual remuneration (\$)
Chairperson	49,565
Member	24,810

Waipapa Papanui-Innes-Central Community Board

Office	Annual remuneration (\$)
Chairperson	47,380
Member	23,690

Waipuna Hornby-Halswell-Riccarton Community Board

Office	Annual remuneration (\$)
Chairperson	51,109
Member	25,572

Waitai Coastal-Burwood-Linwood Community Board

Office	Annual remuneration (\$)
Chairperson	49,755
Member	24,905

Clutha District Council

Office	Annual remuneration (\$)
Mayor	124,638
Councillor (Minimum Allowable Remuneration)	21,789

Lawrence–Tuapeka Community Board

Office	Annual remuneration (\$)
Chairperson	5,998
Member	2,999

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Schedule 2		Local Government Members (2022/23) Determination 2022	
<i>West Otago Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			7,109
Member			3,554
<i>Dunedin City Council</i>			
Office		Annual remuneration (\$)	
Mayor			172,378
Councillor (Minimum Allowable Remuneration)			64,181
<i>Mosgiel–Taieri Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			19,799
Member			9,899
<i>Otago Peninsula Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,718
Member			8,359
<i>Saddle Hill Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,939
Member			8,469
<i>Strath Taieri Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			14,889
Member			7,445
<i>Waikouaiti Coast Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,498
Member			8,249
<i>West Harbour Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,939
Member			8,469
<i>Far North District Council</i>			
Office		Annual remuneration (\$)	
Mayor			162,879
Councillor (Minimum Allowable Remuneration)			64,660

**Local Government Members (2022/23) Determination
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Bay of Islands–Whangaroa Community Board

Office	Annual remuneration (\$)
Chairperson	32,186
Member	16,093

Kaikohe–Hokianga Community Board

Office	Annual remuneration (\$)
Chairperson	27,589
Member	13,795

Te Hiku Community Board

Office	Annual remuneration (\$)
Chairperson	28,164
Member	14,082

Gisborne District Council

Office	Annual remuneration (\$)
Mayor	158,068
Councillor (Minimum Allowable Remuneration)	41,610

Gore District Council

Office	Annual remuneration (\$)
Mayor	112,010
Councillor (Minimum Allowable Remuneration)	19,136

Mataura Community Board

Office	Annual remuneration (\$)
Chairperson	4,242
Member	2,121

Grey District Council

Office	Annual remuneration (\$)
Mayor	116,626
Councillor (Minimum Allowable Remuneration)	26,208

Hamilton City Council

Office	Annual remuneration (\$)
Mayor	180,335
Councillor (Minimum Allowable Remuneration)	80,293

Hastings District Council

Office	Annual remuneration (\$)
Mayor	160,955

Schedule 2

Local Government Members (2022/23) Determination
2022

Office	Annual remuneration (\$)
Councillor (Minimum Allowable Remuneration)	47,747

Hastings District Rural Community Board

Office	Annual remuneration (\$)
Chairperson	15,475
Member	7,738

Hauraki District Council

Office	Annual remuneration (\$)
Mayor	128,976
Councillor (Minimum Allowable Remuneration)	25,811

Horowhenua District Council

Office	Annual remuneration (\$)
Mayor	141,395
Councillor (Minimum Allowable Remuneration)	33,465

Te Awahou Foxton Community Board

Office	Annual remuneration (\$)
Chairperson	12,884
Member	6,442

Hurunui District Council

Office	Annual remuneration (\$)
Mayor	113,138
Councillor (Minimum Allowable Remuneration)	24,799

Hanmer Springs Community Board

Office	Annual remuneration (\$)
Chairperson	8,259
Member	4,130

Hutt City Council

Office	Annual remuneration (\$)
Mayor	164,046
Councillor (Minimum Allowable Remuneration)	57,870

Eastbourne Community Board

Office	Annual remuneration (\$)
Chairperson	13,926
Member	6,963

**Local Government Members (2022/23) Determination
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Petone Community Board

Office	Annual remuneration (\$)
Chairperson	16,580
Member	8,290

Wainuiomata Community Board

Office	Annual remuneration (\$)
Chairperson	17,465
Member	8,732

Invercargill City Council

Office	Annual remuneration (\$)
Mayor	149,291
Councillor (Minimum Allowable Remuneration)	38,642

Bluff Community Board

Office	Annual remuneration (\$)
Chairperson	8,842
Member	4,421

Kaikōura District Council

Office	Annual remuneration (\$)
Mayor	86,000
Councillor (Minimum Allowable Remuneration)	19,580

Kaipara District Council

Office	Annual remuneration (\$)
Mayor	133,501
Councillor (Minimum Allowable Remuneration)	34,531

Kapiti Coast District Council

Office	Annual remuneration (\$)
Mayor	145,588
Councillor (Minimum Allowable Remuneration)	38,964

Ōtaki Community Board

Office	Annual remuneration (\$)
Chairperson	14,963
Member	7,481

Paekākāriki Community Board

Office	Annual remuneration (\$)
Chairperson	7,924
Member	3,962

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Local Government Members (2022/23) Determination
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Paraparaumu Community Board

Office	Annual remuneration (\$)
Chairperson	19,100
Member	9,550

Raumati Community Board

Office	Annual remuneration (\$)
Chairperson	14,554
Member	7,277

Waikanae Community Board

Office	Annual remuneration (\$)
Chairperson	17,373
Member	8,686

Kawerau District Council

Office	Annual remuneration (\$)
Mayor	107,246
Councillor (Minimum Allowable Remuneration)	20,965

Mackenzie District Council

Office	Annual remuneration (\$)
Mayor	88,714
Councillor (Minimum Allowable Remuneration)	21,933

Fairlie Community Board

Office	Annual remuneration (\$)
Chairperson	4,117
Member	2,058

Tekapo Community Board

Office	Annual remuneration (\$)
Chairperson	4,117
Member	2,058

Twizel Community Board

Office	Annual remuneration (\$)
Chairperson	5,135
Member	2,567

Manawatu District Council

Office	Annual remuneration (\$)
Mayor	132,068
Councillor (Minimum Allowable Remuneration)	33,403

**Local Government Members (2022/23) Determination
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Marlborough District Council

Office	Annual remuneration (\$)
Mayor	149,909
Councillor (Minimum Allowable Remuneration)	38,306

Masterton District Council

Office	Annual remuneration (\$)
Mayor	133,530
Councillor (Minimum Allowable Remuneration)	34,433

Matamata-Piako District Council

Office	Annual remuneration (\$)
Mayor	134,533
Councillor (Minimum Allowable Remuneration)	32,437

Napier City Council

Office	Annual remuneration (\$)
Mayor	153,888
Councillor (Minimum Allowable Remuneration)	49,073

Nelson City Council

Office	Annual remuneration (\$)
Mayor	149,909
Councillor (Minimum Allowable Remuneration)	40,083

New Plymouth District Council

Office	Annual remuneration (\$)
Mayor	160,757
Councillor (Minimum Allowable Remuneration)	48,531

Clifton Community Board

Office	Annual remuneration (\$)
Chairperson	12,604
Member	6,302

Inglewood Community Board

Office	Annual remuneration (\$)
Chairperson	17,563
Member	8,782

Kaitake Community Board

Office	Annual remuneration (\$)
Chairperson	15,212

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Office		Annual remuneration (\$)	
Member			7,606
<i>Puketapu-Bell Block Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,928
Member			8,464
<i>Waitara Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			16,928
Member			8,464
Ōpōtiki District Council			
Office		Annual remuneration (\$)	
Mayor			114,200
Councillor (Minimum Allowable Remuneration)			31,579
<i>Coast Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			10,269
Member			5,135
Ōtorohanga District Council			
Office		Annual remuneration (\$)	
Mayor			107,465
Councillor (Minimum Allowable Remuneration)			24,693
<i>Kawhia Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			4,117
Member			2,058
<i>Ōtorohanga Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			14,733
Member			7,367
Palmerston North City Council			
Office		Annual remuneration (\$)	
Mayor			160,314
Councillor (Minimum Allowable Remuneration)			47,849

**Local Government Members (2022/23) Determination
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Porirua City Council

Office	Annual remuneration (\$)
Mayor	151,954
Councillor (Minimum Allowable Remuneration)	42,136

Queenstown-Lakes District Council

Office	Annual remuneration (\$)
Mayor	143,734
Councillor (Minimum Allowable Remuneration)	40,710

Wānaka-Upper Clutha Community Board

Office	Annual remuneration (\$)
Chairperson	24,659
Member	12,329

Rangitikei District Council

Office	Annual remuneration (\$)
Mayor	114,624
Councillor (Minimum Allowable Remuneration)	23,883

Ratana Community Board

Office	Annual remuneration (\$)
Chairperson	4,377
Member	2,189

Taihape Community Board

Office	Annual remuneration (\$)
Chairperson	8,929
Member	4,465

Rotorua District Council

Office	Annual remuneration (\$)
Mayor	159,679
Councillor (Minimum Allowable Remuneration)	59,442

Rotorua Lakes Community Board

Office	Annual remuneration (\$)
Chairperson	17,288
Member	8,644

Rotorua Rural Community Board

Office	Annual remuneration (\$)
Chairperson	19,321
Member	9,661

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Ruapehu District Council

Office	Annual remuneration (\$)
Mayor	120,497
Councillor (Minimum Allowable Remuneration)	23,948

Ōwhango-National Park Community Board

Office	Annual remuneration (\$)
Chairperson	6,140
Member	3,070

Taumarunui-Ōhura Community Board

Office	Annual remuneration (\$)
Chairperson	13,910
Member	6,955

Waimarino-Waiouru Community Board

Office	Annual remuneration (\$)
Chairperson	13,910
Member	6,955

Selwyn District Council

Office	Annual remuneration (\$)
Mayor	146,861
Councillor (Minimum Allowable Remuneration)	40,116

Malvern Community Board

Office	Annual remuneration (\$)
Chairperson	18,238
Member	9,119

South Taranaki District Council

Office	Annual remuneration (\$)
Mayor	139,953
Councillor (Minimum Allowable Remuneration)	30,888

Eltham-Kaponga Community Board

Office	Annual remuneration (\$)
Chairperson	11,733
Member	5,866

Pātea Community Board

Office	Annual remuneration (\$)
Chairperson	11,330
Member	5,665

**Local Government Members (2022/23) Determination
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Taranaki Coastal Community Board

Office	Annual remuneration (\$)
Chairperson	12,850
Member	6,425

Te Hāwera Community Board

Office	Annual remuneration (\$)
Chairperson	14,440
Member	7,220

South Waikato District Council

Office	Annual remuneration (\$)
Mayor	133,621
Councillor (Minimum Allowable Remuneration)	30,725

Tirau Community Board

Office	Annual remuneration (\$)
Chairperson	6,886
Member	3,443

South Wairarapa District Council

Office	Annual remuneration (\$)
Mayor	105,157
Councillor (Minimum Allowable Remuneration)	18,855

Featherston Community Board

Office	Annual remuneration (\$)
Chairperson	6,697
Member	3,349

Greytown Community Board

Office	Annual remuneration (\$)
Chairperson	6,697
Member	3,349

Martinborough Community Board

Office	Annual remuneration (\$)
Chairperson	6,697
Member	3,349

Southland District Council

Office	Annual remuneration (\$)
Mayor	134,914
Councillor (Minimum Allowable Remuneration)	30,472

Schedule 2		Local Government Members (2022/23) Determination 2022	
<i>Ardlussa Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			7,702
Member			3,851
<i>Fiordland Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			9,469
Member			4,734
<i>Northern Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			7,446
Member			3,723
<i>Oraka Aparima Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			8,319
Member			4,160
<i>Oreti Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			10,719
Member			5,360
<i>Stewart Island/Rakiura Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			4,117
Member			2,058
<i>Tuatapere Te Waewae Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			7,265
Member			3,633
<i>Waihopai Toetoe Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			10,091
Member			5,046
<i>Wallace Takitimu Community Board</i>			
Office		Annual remuneration (\$)	
Chairperson			8,845
Member			4,423

**Local Government Members (2022/23) Determination
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Stratford District Council

Office	Annual remuneration (\$)
Mayor	107,503
Councillor (Minimum Allowable Remuneration)	18,905

Tararua District Council

Office	Annual remuneration (\$)
Mayor	128,685
Councillor (Minimum Allowable Remuneration)	35,851

Dannevirke Community Board

Office	Annual remuneration (\$)
Chairperson	11,996
Member	5,998

Eketahuna Community Board

Office	Annual remuneration (\$)
Chairperson	7,775
Member	3,887

Tasman District Council

Office	Annual remuneration (\$)
Mayor	156,156
Councillor (Minimum Allowable Remuneration)	39,936

Golden Bay Community Board

Office	Annual remuneration (\$)
Chairperson	13,486
Member	6,743

Motueka Community Board

Office	Annual remuneration (\$)
Chairperson	15,033
Member	7,516

Taupo District Council

Office	Annual remuneration (\$)
Mayor	143,105
Councillor (Minimum Allowable Remuneration)	38,999

Tauranga City Council

Office	Annual remuneration (\$)
Mayor	172,918

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Schedule 2		Local Government Members (2022/23) Determination 2022	
Office		Annual remuneration (\$)	
Councillor (Minimum Allowable Remuneration)			84,566
Thames-Coromandel District Council			
Office		Annual remuneration (\$)	
Mayor			141,188
Councillor (Minimum Allowable Remuneration)			42,327
Coromandel-Colville Community Board			
Office		Annual remuneration (\$)	
Chairperson			16,173
Member			8,087
Mercury Bay Community Board			
Office		Annual remuneration (\$)	
Chairperson			19,350
Member			9,675
Tairua-Pauanui Community Board			
Office		Annual remuneration (\$)	
Chairperson			16,173
Member			8,087
Thames Community Board			
Office		Annual remuneration (\$)	
Chairperson			20,506
Member			10,253
Whangamata Community Board			
Office		Annual remuneration (\$)	
Chairperson			17,617
Member			8,808
Timaru District Council			
Office		Annual remuneration (\$)	
Mayor			142,005
Councillor (Minimum Allowable Remuneration)			40,878
Geraldine Community Board			
Office		Annual remuneration (\$)	
Chairperson			11,330
Member			5,665

**Local Government Members (2022/23) Determination
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Pleasant Point Community Board

Office	Annual remuneration (\$)
Chairperson	8,885
Member	4,443

Temuka Community Board

Office	Annual remuneration (\$)
Chairperson	11,552
Member	5,776

Upper Hutt City Council

Office	Annual remuneration (\$)
Mayor	137,871
Councillor (Minimum Allowable Remuneration)	36,751

Waikato District Council

Office	Annual remuneration (\$)
Mayor	157,039
Councillor (Minimum Allowable Remuneration)	47,967

Huntly Community Board

Office	Annual remuneration (\$)
Chairperson	11,036
Member	5,518

Ngāruawāhia Community Board

Office	Annual remuneration (\$)
Chairperson	11,154
Member	5,577

Raglan Community Board

Office	Annual remuneration (\$)
Chairperson	10,066
Member	5,033

Rural-Port Waikato Community Board

Office	Annual remuneration (\$)
Chairperson	9,510
Member	4,755

Taupiri Community Board

Office	Annual remuneration (\$)
Chairperson	4,416
Member	2,208

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Local Government Members (2022/23) Determination
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Tuakau Community Board

Office	Annual remuneration (\$)
Chairperson	10,785
Member	5,393

Waimakariri District Council

Office	Annual remuneration (\$)
Mayor	146,838
Councillor (Minimum Allowable Remuneration)	42,143

Kaiapoi–Tuahiwi Community Board

Office	Annual remuneration (\$)
Chairperson	17,991
Member	8,995

Oxford–Ohoka Community Board

Office	Annual remuneration (\$)
Chairperson	16,949
Member	8,475

Rangiora–Ashley Community Board

Office	Annual remuneration (\$)
Chairperson	23,206
Member	11,603

Woodend–Sefton Community Board

Office	Annual remuneration (\$)
Chairperson	14,863
Member	7,431

Waimate District Council

Office	Annual remuneration (\$)
Mayor	104,302
Councillor (Minimum Allowable Remuneration)	20,671

Waipa District Council

Office	Annual remuneration (\$)
Mayor	145,391
Councillor (Minimum Allowable Remuneration)	36,532

Cambridge Community Board

Office	Annual remuneration (\$)
Chairperson	19,327
Member	9,663

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**Local Government Members (2022/23) Determination
2022**

Schedule 2

Te Awamutu Community Board

Office	Annual remuneration (\$)
Chairperson	18,662
Member	9,331

Wairoa District Council

Office	Annual remuneration (\$)
Mayor	116,979
Councillor (Minimum Allowable Remuneration)	29,533

Waitaki District Council

Office	Annual remuneration (\$)
Mayor	129,041
Councillor (Minimum Allowable Remuneration)	30,765

Ahuriri Community Board

Office	Annual remuneration (\$)
Chairperson	11,979
Member	5,989

Waihemo Community Board

Office	Annual remuneration (\$)
Chairperson	12,440
Member	6,220

Waitomo District Council

Office	Annual remuneration (\$)
Mayor	115,856
Councillor (Minimum Allowable Remuneration)	32,333

Wellington City Council

Office	Annual remuneration (\$)
Mayor	183,027
Councillor (Minimum Allowable Remuneration)	89,860

Makara–Ohariu Community Board

Office	Annual remuneration (\$)
Chairperson	9,704
Member	4,852

Tawa Community Board

Office	Annual remuneration (\$)
Chairperson	19,359
Member	9,680

Schedule 2

**Local Government Members (2022/23) Determination
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Western Bay of Plenty District Council

Office	Annual remuneration (\$)
Mayor	145,667
Councillor (Minimum Allowable Remuneration)	37,589

Katikati Community Board

Office	Annual remuneration (\$)
Chairperson	11,330
Member	5,665

Maketu Community Board

Office	Annual remuneration (\$)
Chairperson	5,997
Member	2,999

Ōmokoroa Community Board

Office	Annual remuneration (\$)
Chairperson	8,220
Member	4,110

Te Puke Community Board

Office	Annual remuneration (\$)
Chairperson	11,330
Member	5,665

Waihi Beach Community Board

Office	Annual remuneration (\$)
Chairperson	9,330
Member	4,665

Westland District Council

Office	Annual remuneration (\$)
Mayor	105,174
Councillor (Minimum Allowable Remuneration)	20,907

Whakatane District Council

Office	Annual remuneration (\$)
Mayor	142,977
Councillor (Minimum Allowable Remuneration)	37,575

Murupara Community Board

Office	Annual remuneration (\$)
Chairperson	8,220
Member	4,110

**Local Government Members (2022/23) Determination
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Rangitāiki Community Board

Office	Annual remuneration (\$)
Chairperson	10,663
Member	5,331

Tāneatua Community Board

Office	Annual remuneration (\$)
Chairperson	8,220
Member	4,110

Whakatāne-Ōhope Community Board

Office	Annual remuneration (\$)
Chairperson	17,827
Member	8,913

Whanganui District Council

Office	Annual remuneration (\$)
Mayor	149,641
Councillor (Minimum Allowable Remuneration)	36,734


Whanganui Rural Community Board


Office	Annual remuneration (\$)
Chairperson	11,552
Member	5,776


Whangarei District Council

Office	Annual remuneration (\$)
Mayor	163,689
Councillor (Minimum Allowable Remuneration)	53,850

Dated at Wellington this **7** day of **June** 2022.

 Chairperson.

 Member.

 Member.

Explanatory memorandum

This memorandum is not part of the determination, but is intended to indicate its general effect.

This determination comes into force on 1 July 2022 and expires at the close of 30 June 2023.

Councils and local boards

Since 2019, when setting remuneration for local government elected members, the Remuneration Authority (the **Authority**) has used a group of size indices that it has put together covering territorial, regional, and unitary authorities and Auckland local boards. The relevant workload and responsibilities of each council are assessed using a number of criteria, and each council is placed within the relevant index. The Authority decides the remuneration of mayors, regional council chairpersons, and Auckland local board members based on this data. The size index is also used to determine a governance remuneration pool for councillors on each council and the minimum allowable remuneration that must be paid to each councillor.

The governance remuneration pool provides the total amount to be fully allocated and paid in remuneration to the councillors. Each council is required to make proposals to the Authority on how its individual pool will be allocated according to that council's priorities and circumstances. Roles to which differential remuneration can be attached, in addition to the minimum allowable remuneration, include internal roles such as deputy mayor, committee chair, or portfolio holder as well as roles representing the council on outside groups. Councils submit their proposals to the Authority for its approval and inclusion in the determination. This is not automatic, and the Authority is able to request further information or make changes to the recommendations it receives.

Because the triennial local government elections are scheduled for later this year, the Authority recently completed a full review of the above framework. All councils were regularly consulted throughout the review process. The Authority found that the current approach is working well and no changes have been made to the framework. In this case, the Authority was interested in the time allocated by elected members to their local government roles. We asked members to participate in a short survey to assess whether the time demands had increased since the last assessment. Unfortunately, the response rate was not sufficient to allow us to make a definitive judgement, although the responses we did receive tended to confirm that our previous assessment was still relatively robust.

The size indices were updated with the most recent publicly available demographic, statistical, and economic data, and the updated size indices will apply for the triennium following the local elections in October 2022.

**Local Government Members (2022/23) Determination
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Community boards

Determining community boards' remuneration remains problematic because of the large variations in their number of members, the populations they represent, and their respective roles and powers. The Authority's 2019 review of community board remuneration concluded that, because of those variations, a workable ranking of community boards or a robust and intuitively sensible size index could not be developed. Therefore, the fixing of individual councils' community board members' remuneration over the past 3 years was informed in part by the population of each community board and by their individual current remuneration settings.

The Authority has decided to continue with its existing practice for determining the remuneration of community board members for this determination and during the next triennium. The Authority has communicated its concerns about community boards to the Review into the Future for Local Government, to the Local Government Commission, and to Local Government New Zealand.

Elected members' remuneration

Schedule 1 of this determination sets out the remuneration of elected members for the period beginning on 1 July 2022 and ending on the close of the day on which the official result of the 2022 election is declared for each individual council.

Schedule 2 of the determination sets out the remuneration for elected members that will come into force on and from the day after the date on which the official result of the 2022 local election of members for an individual council is declared.

At the end of this explanatory memorandum are the governance remuneration pools for each council that will apply on and from 1 July 2022 (table 1) and on and from the day after the date on which an individual council's official result is declared following the 2022 local elections (table 2).

Allowances

This determination also makes changes to the level and conditions of some allowances.

The maximum purchase price (*clause 9*) that may be paid for an electric or a hybrid vehicle purchased by a local authority for its mayor or regional council chairperson has been increased to \$68,500 (including goods and services tax and on-road costs). This new rate is based on an assessment of the current motor vehicle market rates and takes into account the vehicle being fit for purpose, the safety of the driver and passengers, and fairness to ratepayers. The Authority recommends that councils use the All of Government procurement process and the Clean Car Discount (rebate) scheme to optimise the value of their purchases.

The vehicle-kilometre allowance rates (*clause 11*) have been adjusted from those shown in the previous determination to reflect the current rates prescribed by the Inland Revenue Department on 27 May 2022 for businesses, self-employed people, and employees.

The vehicle-kilometre allowance has been aligned with the travel-time allowance to ensure that an elected member, when travelling from a place in which they permanently or temporarily reside that is outside their local authority boundary, may claim the vehicle-kilometre allowance only when travelling on local authority business once they enter the local authority's boundary.

The travel-time allowance (*clause 12*) has been increased from \$37.50 to \$40 for each hour of eligible travel time after the first hour of time travelled in a day. This allowance was last increased in 2016.

The fee paid to a chairperson of a hearing (*clause 15*) has been increased from \$100 to \$116 per hour, and the fee paid to a member of a hearing has been increased from \$80 per hour to \$93 per hour. Hearing fees were last reviewed in 2011.

In their submissions, councils advised that the hearing times (*clause 6*) for formal meetings have become relatively shorter in comparison with the preparation work that councillors are required to undertake. Consequently, the Authority has removed the time constraint placed on preparing for hearings.

In making this determination for the remuneration of elected members of local authorities, local boards, and community boards listed in clause 6 of Schedule 7 of the Local Government Act 2002, the Authority had regard to the mandatory criteria listed in clause 7 of that schedule and the criteria listed in sections 18 and 18A of the Remuneration Authority 1977.

Governance remuneration pools: table 1

The table below sets out the local government governance remuneration pools for the councillors of each local authority, which will apply on and after 1 July 2022 until the close of the day on which the official result of the 2022 election in relation to an individual local council is declared. This period is covered by the current (2019/22) size indices.

Part 1

Remuneration pools for councillors of regional councils

Council	Governance remuneration pool (\$)
Bay of Plenty Regional Council	869,154
Canterbury Regional Council	977,558
Hawke's Bay Regional Council	565,288
Manawātū-Whanganui Regional Council	647,920
Northland Regional Council	580,951
Otago Regional Council	713,448
Southland Regional Council	555,828
Taranaki Regional Council	473,595
Waikato Regional Council	933,748
Wellington Regional Council	934,354
West Coast Regional Council	327,018

**Local Government Members (2022/23) Determination
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Part 2

Remuneration pools for councillors of territorial authorities

Territorial authority	Governance remuneration pool (\$)
Ashburton District Council	388,893
Auckland Council	2,592,269
Buller District Council	272,119
Carterton District Council	226,766
Central Hawke's Bay District Council	275,071
Central Otago District Council	284,556
Chatham Islands Council	151,796
Christchurch City Council	1,869,005
Clutha District Council	362,825
Dunedin City Council	1,127,010
Far North District Council	810,927
Gisborne District Council	646,775
Gore District Council	294,796
Grey District Council	256,100
Hamilton City Council	1,217,171
Hastings District Council	809,821
Hauraki District Council	360,438
Horowhenua District Council	445,804
Hurunui District Council	256,100
Hutt City Council	847,197
Invercargill City Council	521,686
Kaikōura District Council	204,089
Kaipara District Council	369,923
Kapiti Coast District Council	512,201
Kawerau District Council	226,766
Mackenzie District Council	181,413
Manawatu District Council	388,893
Marlborough District Council	597,552
Masterton District Council	398,378
Matamata-Piako District Council	398,378
Napier City Council	735,068
Nelson City Council	609,333
New Plymouth District Council	797,363
Ōpōtiki District Council	218,160
Ōtorohanga District Council	204,089
Palmerston North City Council	797,363
Porirua City Council	559,627
Queenstown-Lakes District Council	436,319
Rangitikei District Council	294,796
Rotorua District Council	786,353
Ruapehu District Council	303,526
Selwyn District Council	493,230

Explanatory memorandum	Local Government Members (2022/23) Determination 2022
Territorial authority	Governance remuneration pool (\$)
South Taranaki District Council	426,834
South Waikato District Council	379,408
South Wairarapa District Council	245,998
Southland District Council	407,864
Stratford District Council	268,362
Taranaki District Council	322,497
Tasman District Council	639,604
Taupo District Council	483,745
Tauranga City Council	1,127,010
Thames-Coromandel District Council	455,290
Timaru District Council	464,775
Upper Hutt City Council	436,319
Waikato District Council	759,986
Waimakariri District Council	502,716
Waimate District Council	226,766
Waipa District Council	483,745
Wairoa District Council	246,615
Waitaki District Council	341,467
Waitomo District Council	218,160
Wellington City Council	1,607,344
Western Bay of Plenty District Council	493,230
Westland District Council	226,766
Whakatane District Council	474,260
Whanganui District Council	531,171
Whangarei District Council	834,739

Governance remuneration pools: table 2

This table sets out the local government governance remuneration pools that will apply on and after the day after the date on which the official result of the 2022 local election of members for an individual council is declared. From this date, the new size indices apply for the next council triennium.

Part 1

Remuneration pools for councillors of regional councils

Council	Governance remuneration pool (\$)
Bay of Plenty Regional Council	869,154
Canterbury Regional Council	977,558
Hawke's Bay Regional Council	644,302
Manawātū–Whanganui Regional Council	690,226
Northland Regional Council	580,951
Otago Regional Council	734,869
Southland Regional Council	555,828
Taranaki Regional Council	473,595
Waikato Regional Council	933,748

Local Government Members (2022/23) Determination 2022		Explanatory memorandum
Council	Governance remuneration pool (\$)	
Wellington Regional Council	947,216	
West Coast Regional Council	330,000	
Part 2		
Remuneration pools for councillors of territorial authorities		
Territorial authority	Governance remuneration pool (\$)	
Ashburton District Council	450,195	
Auckland Council	2,592,269	
Buller District Council	324,306	
Carterton District Council	226,766	
Central Hawke's Bay District Council	350,559	
Central Otago District Council	362,213	
Chatham Islands Council	151,796	
Christchurch City Council	1,900,000	
Clutha District Council	390,404	
Dunedin City Council	1,191,826	
Far North District Council	890,157	
Gisborne District Council	700,000	
Gore District Council	296,638	
Grey District Council	293,506	
Hamilton City Council	1,286,366	
Hastings District Council	871,295	
Hauraki District Council	422,618	
Horowhenua District Council	514,833	
Hurunui District Council	305,015	
Hutt City Council	901,594	
Invercargill City Council	573,463	
Kaikōura District Council	204,089	
Kaipara District Council	413,071	
Kapiti Coast District Council	545,969	
Kawerau District Council	261,262	
Mackenzie District Council	207,000	
Manawatu District Council	445,578	
Marlborough District Council	609,333	
Masterton District Council	456,435	
Matamata-Piako District Council	463,877	
Napier City Council	802,034	
Nelson City Council	609,333	
New Plymouth District Council	869,359	
Ōpōtiki District Council	312,896	
Ōtorohanga District Council	262,886	
Palmerston North City Council	865,016	
Porirua City Council	593,234	
Queenstown-Lakes District Council	532,201	

Explanatory memorandum	Local Government Members (2022/23) Determination 2022
Territorial authority	Governance remuneration pool (\$)
Rangitikei District Council	337,511
Rotorua District Council	858,787
Ruapehu District Council	359,652
Selwyn District Council	555,420
South Taranaki District Council	504,125
South Waikato District Council	431,208
South Wairarapa District Council	245,998
Southland District Council	466,709
Stratford District Council	268,362
Taranua District Council	420,455
Tasman District Council	666,580
Taupo District Council	527,532
Tauranga City Council	1,198,246
Thames-Coromandel District Council	513,295
Timaru District Council	519,365
Upper Hutt City Council	488,666
Waikato District Council	832,914
Waimakariri District Council	555,247
Waimate District Council	239,400
Waipa District Council	544,506
Wairoa District Council	275,588
Waitaki District Council	423,096
Waitomo District Council	288,802
Wellington City Council	1,639,633
Western Bay of Plenty District Council	546,556
Westland District Council	246,000
Whakatane District Council	526,578
Whanganui District Council	576,061
Whangarei District Council	898,097

Note: The above remuneration pools do not apply to mayors, regional council chairpersons, Auckland local board members, or community board members.

However, if a council has delegated significant powers and functions to a community board and as a consequence proposes an increase to the remuneration of community board members, the additional funds will come out of the council's governance remuneration pool.

Issued under the authority of the Legislation Act 2019.
Date of notification in *Gazette*:

ELECTED MEMBERS' ALLOWANCES AND REIMBURSEMENT



DEPARTMENT:	Governance
RESPONSIBILITY:	Governance Manager, Governance Support
ADOPTED:	6 July 2022
REVIEW:	Every three years, or as required
CONSULTATION:	None required
RELATED DOCUMENTS:	Local Government Act 2002, Remuneration Authority Act 1977, Local Government Members (2022/23) Determination 2022

POLICY OBJECTIVE

To provide a framework for allowances, expenses claimed, and resources available to elected members during their term of office.

DEFINITIONS

Actual: means as evidenced by the original receipt attached to the claim form.

All elected members: includes the Mayor, members of Council and members of the Community Boards.

Council Offices: includes the Council office at 1 Dunorling Street, Alexandra as well as the Community Board meeting chambers at Cromwell, Ranfurly and Roxburgh.

Council business: includes: formal Council and Community Board meetings, committee meetings, workshops, seminars, statutory hearings, training courses, site visits, meetings with staff, meetings with community groups, meetings with members of the public. It does not include events where the primary focus is on social activity.

Entertainment and hospitality: covers a range of items such as tea, coffee, and catering including meals. It also includes non-catering items such as entry to sporting or cultural events.

Family member of the member: means (a) a spouse, civil union partner, or de facto partner: (b) a relative, that is, another person connected with the member within 2 degrees of a relationship, whether by blood relationship or by adoption.

Reasonable: means that it is within the amount specified by this policy or as deemed reasonable by the Mayor and/or Chief Executive.

Remuneration authority: is the body established by the Remuneration Authority Act 1977, with responsibilities under the Local Government Act 2002 to determine remuneration and expense/allowance rules for local authority members.

1. INTRODUCTION

This policy sets out rules on the claiming of expenses by elected members and the resources that will be available to them during their term of office.

2. CONTACT PERSON

Contact person for queries is:

Governance Manager, Governance Support

Email: wayne.mcenteer@codc.govt.nz

Telephone: 021 104 9660

3. AUTHENTICATION OF EXPENSE REIMBURSEMENTS AND ALLOWANCES

- 3.1 From time to time elected members incur expenses on the Council's behalf, which need to be reimbursed. This reimbursement and the use of council supplied resources apply only to elected members personally, and only while they are acting in their official capacity as elected members.
- 3.2 Costs for expenses must have a justifiable business purpose, be moderate and conservative having regard to the circumstances, and be appropriate in all respects.
- 3.3 The process for reimbursement of claims includes the following principles:
 - The "one-up" principal must be applied to the maximum extent possible, in the case of the Mayor, approval is required from the Deputy Mayor and the Executive Manager – Corporate Services, and in the case of the Deputy Mayor, approval is required from the Chief Executive.
 - any expenses to be reimbursed must be on an actual and reasonable basis and in line with Council policy;
 - an exception to the "one-up" principle is expense claims for childcare allowance and travel to and from board meetings as outlined in section 4. These are approved by the Governance Manager, Governance Support and full original receipts are required; and
 - cost reimbursements will be made via the payroll system.
- 3.4 In the case of one-off expenditure such as travel to conferences, the process and prior approvals required are detailed in this policy.
- 3.5 In the case of vehicle mileage, travel time and communications, all limits set in this document do not exceed the Remuneration Authority's Determination.
- 3.6 The Council's internal audit work programme includes sampling expense claims and allowances paid to elected members and staff.
- 3.7 All expenditure that falls under this policy is approved on the condition that it can be met within relevant budget provisions.

4. ALLOWANCES AND EXPENSES BY GROUP OF MEMBERS

Position	Expense/Allowance	Description
All elected members	Taxis	<p>Taxis may be used for council business, instead of private vehicles or public transport, for the following reasons:</p> <ul style="list-style-type: none"> a) safety/security reasons, and b) when travelling outside the district if a taxi is the most appropriate form of transport. <p>Taxis may not be used if significant travel distances mean that use of a taxi is not the most cost effective option. Rental cars booked by Governance staff should be considered as an option in such circumstances.</p> <p>Costs paid for directly by the individual for travel within in New Zealand or for international travel will be reimbursed on presentation of actual receipts.</p>
	Travel and attendance at conferences/seminars/training programmes	<p>Prior approval is required for all attendances.</p> <p>All elected members are entitled to payment of actual and reasonable registration, travel, accommodation, meal and related incidental expenses (including travel insurance) incurred in attendance at these events, held both within New Zealand and overseas, subject to:</p> <ul style="list-style-type: none"> a) related expenditure being accommodated within existing budgets, and b) the appropriate approvals as outlined in this policy <p>and excluding reimbursement for purchases from hotel mini-bars and charges for in-room video or cable movies.</p> <p>All travel and accommodation arrangements for elected members are to be made by Governance Support officers with the Council's preferred travel agents, at the most economic cost available (when possible) at the time of booking, unless all travel costs are being met privately or by an outside party.</p>

Position	Expense/Allowance	Description
All elected members	Exceptional circumstances for council related meetings	Staff may arrange overnight accommodation when travel or business requirements do not allow for the return on the same day, e.g. if it is unreasonable for an elected member to travel to their home after a late meeting.
	Domestic air travel	All elected members are entitled to utilise domestic air travel for council related travel, generally where travel by air is the most cost effective travel option.
	International air travel	As a general policy all elected member international air travel is by way of economy class, where all or part of the costs of the fares are to be met by the Council. The approval of the Council is required for exceptions, e.g. where Premium Economy or the equivalent air travel is desirable for health or other compelling reasons.
	Air points	Council will not provide or maintain 'airpoints' or 'airdollars' subscriptions or programmes for elected members.
	Private accommodation provided by friends/relatives	a) \$75 per night payment when staying in private accommodation, to cover accommodation, breakfast and dinner; or b) \$50 per night payment when staying in private accommodation to cover accommodation only. It is intended that at least a portion of this allowance is paid to the accommodation provider.
	Parking expenses	Reimbursement of casual carparking costs related to community board or council business. This will be on receipt of a signed claim accompanied by a receipt.
	Childcare allowance	Reimbursement for childcare allowance payments where these payments are incurred to enable elected members to undertake the following activities: i. Attendance at Council, Committee or Community Board meetings where the elected member is either a member of the Committee or Community Board, or is a Council appointee to the Committee; and ii. Attendance at portfolio or working party meetings to discuss items of Council business.

Elected Members' Allowances and Reimbursement
Adopted 6 -July 2022

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		<p>The maximum value for reimbursement is set at the Living Wage per hour (plus GST if applicable), per child, and that</p> <ul style="list-style-type: none">i. The child is to be under 14 years of age; andii. Payments made to a family member for childcare is not allowed; andiii. Evidence of payment made and received are to be appended to any expense claim; and <p>The maximum accrual allowance is to be \$6,000 (plus GST if applicable) per qualifying child</p>
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Position	Expense/Allowance	Description
Mayor	Car	<p>The Mayor will be provided with a vehicle that will also be available for his/her private use.</p> <p>A deduction will be made from his/her salary as determined by the Remuneration Authority.</p> <p>The Mayor will not be able to claim for vehicle mileage.</p>
	Travel and attendance at conferences / seminars / training programmes	<p>The prior approval of the Chief Executive is required for travel within New Zealand for: council business; attendance at conferences / courses / training events / seminars; other purposes associated with the position of Mayor. With the expense claims being signed off as per the "one-up" principle, as outlined in 3.3 above.</p> <p>The prior approval of the Council is required for all international travel, where costs or partial costs are paid for by council funds.</p> <p>Where the Mayor or the Mayor's authorised representative is accompanied by his/her partner on international travel, the Council will only meet the cost of the partner's travel, accommodation and incidental costs where the partner's involvement directly contributes to a clear council business purpose.</p>
	Telephone costs	<p>A cellphone for council business is provided; or</p> <p>Full payment by the council of:</p> <ul style="list-style-type: none"> a) home telephone toll charges relating to council business, and b) cellphone based call charges relating to council business. <p>Reimbursement of actual costs of telephone calls made on local authority business will be paid on production of the relevant telephone records and receipts.</p>
	Airline club	<p>Given frequent travel requirements for the role, payment of an Air New Zealand Koru Club subscription is available.</p>
	Entertainment and hospitality	<p>The Mayor may hold a credit card to pay directly for any entertainment or hospitality expenses incurred while carrying out council business.</p>

		<p>Full receipts and details of the names of parties entertained and reasons for the entertainment are to be provided.</p> <p>All expenditure on this card is approved by the Deputy Mayor.</p>
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Position	Expense/Allowance	Description
Mayor, Councillors	Car parking	The Mayor has an assigned carpark and limited parking is available for Councillors at the Dunorling Street office for use on council business.
	Rental Cars	Rental cars may be utilised when attending meetings or conferences in other centres, where this is the most cost effective travel option.
Mayor, Councillors and Community Board Chairs	Communications equipment	<p>The Remuneration Authority states that Council may allow for either of the following options:</p> <ul style="list-style-type: none"> a) provision of a tablet computer. Full technical support is provided for council business; or b) provision of an annual allowance for any or all equipment provided by the elected member for the determination term, as follows: <ul style="list-style-type: none"> i) \$400 for the use of a personal computer, tablet or laptop, including any related docking station ii) \$50 for the use of a multi-functional or other printer iii) \$200 for the use of a mobile phone iv) Up to \$200 for the use of ICT consumables v) Up to \$800 for the member's own internet service if the local authority requests a member to use it. <p>(These annual allowance values are provided from the Remuneration Authority).</p> <p>Remuneration for personal computer or electronic tablet is not available as council has chosen to provide elected members with tablets.</p>
	Stationery and consumables	Supply of reasonable amounts of paper and printer consumables required for Council business.

Councillors	Travel and attendance at conferences / seminars and training programmes	<p>The conference, course, seminar or training event must contribute to the Councillor's ability to carry out council business.</p> <p>Attendance at these events when held in New Zealand must be approved by both the Mayor (or the Deputy Mayor) and the Chief Executive. Attendance at these events when held overseas must be approved by the Council.</p>
	Entertainment and hospitality	Reimbursement of costs incurred while hosting official visitors to the council, or while travelling on council business.
Position	Expense/Allowance	Description
Board Chairs	Special events	<p>Events such as payment of koha, or purchasing a wreath for attendance at a commemorative event.</p> <p>Prior approval by the Chief Executive Officer for the expenditure is required.</p> <p>The items should be appropriate to the occasion and expenditure should be moderate and conservative.</p>
Councillors, Community Board members	Vehicle mileage	<p>Members living more than 15 kilometres away from the Council office may claim the allowance for distances in excess of the normal commuting distance, i.e. a round trip distance of 30 kilometres in any one day.</p> <p>The 30 kilometre threshold applies only to travel from the member's home to a council office.</p> <p>For other travel by members, no threshold distance will apply.</p> <p>Mileage will be paid up to the maximum rate per kilometre as set out in the current Remuneration Authority Determination.</p> <p>If a member travels from a place where the member permanently or temporarily resides that is outside the local authority area, to the local authority area on local authority business, the member is only eligible for a vehicle-kilometre allowance for eligible travel after the member crosses the boundary of the local authority area.</p> <p>Mileage will be paid to eligible members on receipt of a completed and signed mileage claim, and approved by the Governance Manager, Governance Support.</p>

	Landline and broadband connection	Monthly reimbursement (on production of invoice) for the usage costs that can be identified as relating to council business.

Position	Expense/Allowance	Description
Councillors, Community Board members	Travel time	<p>Reimbursement at \$40.00 per hour for travel time (including travel to and from the member's residence) for travel undertaken on any one day to attend a Council or Community Board related meeting or event with a minimum threshold of one hour of time travelled.</p> <p>Only time in excess of this threshold will qualify for payment and only if the travel is by the quickest form of transport reasonable in the circumstances.</p> <p>The hourly reimbursement rate is as per the Remuneration Authority - Local Government Travel Time Allowance.</p>
Community Board members	Travel and attendance at conferences / seminars and training programmes	<p>Attendance at conferences, courses, seminars and training programmes requires the prior approval of the relevant community board.</p> <p>All expenditure will be approved on the condition that it can be met within relevant budget provisions.</p> <p>Exceptions to approval of the community board being required are:</p> <ul style="list-style-type: none"> a) when a board member is to be the Council's representative at a conference or event; in such cases the approval of the Council is required, and b) for RMA hearings training, as there is a separate budget for such training which is managed by staff.

Relevant Legislation or Regulations:

Public Audit Act 2001

Local Government Act 2002 (Legislative Compliance)

Related Procedures or Documents:

Code of Conduct (elected members)

Sensitive Expenditure Policy

Fraud Policy

Conflict of Interest

Vehicle Use Policy

Delegations Register

Information Systems & Technology User Policy

Document Management Control:

Prepared by: Governance Manager

File Location Reference: Doc ID 547191

Date Issued: 30 June 2021

Elected Members' Allowances and Reimbursement

Adopted 6 -July 2022

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6 MAYOR'S REPORT

22.5.16 MAYOR'S REPORT

Doc ID: 585634

1. Purpose

To consider an update from His Worship the Mayor.

Recommendations

That the Council receives the report.

Last month I attended (with the CEO) the LGNZ Rural and Provincial Sector meeting, the first face-to-face on we have had in approximately a year.

We had a very good range of presentations including:

- Minister Mahuta who spoke on the 3 Waters and other reforms. Of particular concern to me was that the Water Services Entity Bill has no mention of standardisation or even harmonisation of pricing within the entities. One of the claims of the government in these contentious reforms is that smaller councils will benefit from the scale provided by the populations of the metros. This was the premise behind our own distritisation of the Three Waters in 2015. The Minister advised that there is an economic regulation Bill to come in the near future that will address pricing, but she would not confirm that standardisation or harmonisation would be part of that or would be left to individual entity constitutions to handle. To my mind, not having this issue addressed in the legislation and left up to individual entities is an utterly unacceptable situation. We have seen how that can pan out with the pricing structure for another utility, being Aurora. The Customised Price Path that has so penalised Central Otago people was confirmed by the Electricity Authority to be able to be based on a "costs falling where they lie" philosophy, forcing charges far higher on us than Dunedin folk. That decision is based on a philosophy in one monopolised utility industry and there can be no opportunity for the same philosophy to apply to pricing for water and connections. I intend to continue to raise this point with both Minister Mahuta and Commerce Minister David Parker as the drafting of the economic regulation legislation continues. My view is that it will be an easier thing to get expectations as to standardisation or harmonisation into the proposed Bill than to try to have it added through the Select Committee process.

- Minster Parker spoke on the reforms to the Resource Management Act which, while not being at the forefront of the public's consciousness as much as the Three Waters reforms, have the potential to be more impactful on local decision and place-making than those reforms will be. I raised with the Minister concerns that membership of the Regional Planning Committees may be limited to currently elected members, as my view is that it would be preferable for councils to be able to appoint someone from outside of themselves if that's where the best person for the job is to be found. The Minister confirmed an intention for that choice to be available. In a later conversation post-conference, I was also able to make progress toward councils being able to utilise infringement notices on people who continually and significantly mix recycling by putting the wrong things in the wrong bins, without the need to bring in a by-law. I recall some time ago we had many months where our blue glass bins were so contaminated by other products being put in them that the glass regularly went to land fill, at significant cost to both ratepayers and the environment. Presently our only enforcement measure is the very blunt instrument of taking wheelie bins off repeated offenders so the ability to use infringement notices would be very useful.

I would envisage if council were to do this in future (once any law change is made), it would be made after significant efforts at individual education as to why correct recycling is important to us all.

- Simon Watts, the Opposition spokesperson on Local Government gave a very informed and polished presentation. He has only been in the role for around six months and yet spoke very well without recourse to notes. His talk covered all the topics that would be expected, and of note was that National will “repeal and replace” the Three Waters legislation if it becomes Government next year. This is in line with the party previously agreeing that the status quo cannot apply. He outlined at a high level how National would deal with councils that cannot afford the necessary upgrade, being some form of Central Government financial input (I’m unclear if that was as a loan or direct payment). As with the current Government proposal, this is not particularly attractive to a Council such as ours that has done well by and large with its water assets while maintaining a zero or limited debt balance. I can’t get excited at taxpayers’ money that we all pay toward being used to bail out councils that have invested in things other than basic infrastructure. Should there be a change of government next year and the current reforms are repealed, I will endeavour to work as hard with the new Government to get the best outcome for Central Otago as I have with the current one.

Lawyer Mathew Lawson and Wairoa Mayor Craig Little spoke on a rates review High Court case that Wairoa Council has just successfully defended. It is always dangerous to try to capture a complex legal battle in a few words, but at a high level, this case involved Wairoa Council overhauling its rating policy to move to capital value rates and away from fixed charges. This resulted in changes to the rates payable by high-value properties, including forestry interests. The fixed charges included increased roading costs, as about 25% of the council’s entire budget is spent maintaining rural roads and the Council sought to take into account the impact on these roads from forestry traffic. This case has come at significant cost to a small Council serving only approximately 9,000 residents and I raised at the meeting that, given the implications of this case to other councils, LGNZ should be considering assisting with some of these costs.

I attended the Air New Zealand Stakeholders meeting in Auckland in early June. This is a meeting that formerly was limited to Territorial Authorities that had airports Air New Zealand uses but in the last 3 years it has included Central Otago amongst a small number of other TA’s seen as vital to the New Zealand tourism offering. The meeting outlined where Air New Zealand is at and where it is going and in these very changeable times it was very useful to be in attendance and get the first-hand intelligence on those points. Presentations included topics such as sustainability and the growth in routes as New Zealand opens up to the world.

I have held coffee and chats in Alexandra, Clyde, Cromwell, Bannockburn, Tarras, Ranfurly, rurally at the Little Red Coffee Shed, Ettrick, Millers Flat and Roxburgh with moderate turn outs. It is not unusual for numbers to lower a bit during winter and with the amount of illness in the community, I am not surprised to see a few less people attend.

I also attended a day with the Lindis Catchment group and several members of the Otago Regional Council looking at the great work that the group has done in the removal of willows that are sucking huge amounts of water out of the Lindis River every day and looking at the best way to utilise the wood waste. It was really good to get on the ground with Regional Councillors to view the great work of this group. The work this group has done will be a trailblazer for others across the district.

I have enjoyed the ease that the two roundabouts that have opened in Cromwell have created. The construction period has not been easy and of course isn’t finished yet, but Cromwell folk need commended for the patience shown during the process and I am sure the benefits are now making the hassle worthwhile.

Like many across the district and the country, I attended my first Matariki ceremony and, like all I have talked to who attended such events, I found it really rewarding. Standing in a circle at dawn thinking and talking of people I have lost over the last year and then contemplating and vocalising

plans and dreams for the year ahead was a slightly uncomfortable but ultimately rewarding experience. I am really glad that this new national day hasn't been commercialised like every other public holiday has and long may that be the case.

Linda and I attended a brilliant dinner at the end of Matariki weekend prepared by NiVan men who have been learning cooking skills under the Vakameasina programme. This translates to "treasures we carry together" and is an education and development programme for RSE workers, funded by the Ministry of Foreign Affairs and Trade under the New Zealand Aid Programme. It was a great night with great food and to the enthusiastic accompaniment of a string band. It is impossible to feel gloomy when a string band play and it occurred to me that it has been a long time since I have heard one play locally. This is a great shame as I used to enjoy hearing these joyful sounds regularly outside the Alexandra Post Office amongst other places. I really hope that we start to see this again as this is just one part of the sharing of cultures with people who have become an integral and welcome part of our Central Otago community.

2. Attachments

Nil

Report author:



Tim Cadogan
Mayor
29/06/2022

7 STATUS REPORTS

22.5.17 JULY 2022 GOVERNANCE REPORT

Doc ID: 585500

1. Purpose

To report on items of general interest, receive minutes and updates from key organisations, consider Council's forward work programme, business plan and status report updates.

Recommendations

That the Council receives the report.

2. Discussion

Forward Work Programme

Council's forward work programme has been included for information (see appendix 1).

Interim Update from Central Otago Museums Trust

Central Otago Museums Trust have provided an interim update in addition to their regular reporting (see appendix 2).

Petitions Received

Two petitions have been received regarding to the proposed Three Waters Reforms (see appendix 3).

The first petition was received from Bryce McKenzie and Laurie Paterson on behalf of Groundswell. It asked for a binding referendum on Three Waters reform and to defund Local Government New Zealand. It received 173 signatures.

The second petition was received from Janet McDonald and Gill Booth. It asked further engagement on Three Waters reform and to defund Local Government New Zealand. It received 447 signatures.

Status Reports

The status reports have been updated with any actions since the previous meeting (see appendix 4).

3. Attachments

Appendix 1 - Council Forward Work Programme [↓](#)

Appendix 2 - Central Otago Museums Trust Interim Report [↓](#)

Appendix 3 - Petitions Received Regarding Three Waters [↓](#)

Appendix 4 - Council Status Update [↓](#)

Report author:



Wayne McEnteer
Governance Manager
28/06/2022

Reviewed and authorised by:



Sanchia Jacobs
Chief Executive Officer
29/06/2022

Updated 28 June 2022

Council
Forward Work Programme 2022

Area of work and Lead Department	Reason for work	Council role (decision and/or direction)	Expected timeframes Highlight the month(s) this is expected to come to Council in 2022												
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Annual Plan and Annual Report 2022/23															
Annual Plan Executive Manager Corporate Services	Legislative requirement under the Local Government Act 2002.	Decisions required: Budget direction and decisions required on the Consultation Document (if required)/letters and key supporting documentation.	W						D			D	D		W
Cromwell Masterplan															
Cromwell Masterplan (Town Centre) Executive Manager: Planning & Environment	Cromwell Community Board and Council priority.	Decision required: Workshops and decisions required as the work progresses (<i>Schedule to be confirmed</i>).													
Three waters reform															
Water reform Water Services Manager/Executive Manager Infrastructure	Key central government legislative priority.	Decision required: Workshops and decisions required as the reform progresses (<i>Schedule to be confirmed</i>).								U					
Council's role in housing															
Housing Chief Advisor	Key Council priority.	Decision required: Agree council's role in the housing.			D	D				D					
District Plan review															
District Plan Review Planning Manager/Executive Manager Planning & Environment	Legislative requirement under the Resource Management Act 1991.	Decision required: Workshops and decisions required as this work progresses.	W & D		W	W			D		W	W & D		D	W
Future for Local Government Review															
Local government review Chief Advisor	Key central government priority	Decision required: Workshops and input into the review	W		W									U	

Updated 28 June 2022

Area of work and Lead Department	Reason for work	Council role (decision and/or direction)	Expected timeframes Highlight the month(s) this is expected to come to Council in 2022											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Sustainability Strategy Action Plan														
Sustainability Strategy Environmental Services Manager/Executive Manager Infrastructure	Key Council priority	Decision required: Updates and decisions required as this action plan is implemented.									U			

Key – W = workshop, D = decision, U = update

17 June 2022

JUNE 2022 - PERFORMANCE UPDATE TO CENTRAL OTAGO DISTRICT COUNCIL

1. Trust Coordinator Role

- Through late March and early April, the Trust completed preparation of a Position Description for the role of Museums Trust Coordinator. On 2 April 2022, the position was advertised across a range of media with an application deadline of 5pm on Friday 29 April 2022.
- At the closing date, four (4) applications were received, of which three (3) had suitable backgrounds. There was one standout applicant who was interviewed by a selection panel comprising the Trust Chair and one trustee and the Trusts CODC Liaison. The full Board endorsed the recommendation that an offer be made to this candidate.
- Amanda Griffin, who has an extensive background in museums, both from a practitioner and from a curatorial perspective, was offered and has accepted the role of Central Otago Museums Trust Coordinator. This is on an initial fixed term contract until 15 December 2023.
Amanda commenced her work for the Trust on 1 June 2022 and has been arranging and is presently undertaking orientation visits to each of the District museums.
- An early key task identified for the coordinator is to undertake a review of the Strategic Goals and Actions in the 2021 Central Otago District Museum Strategy. This is an essential piece of strategic planning work to guide the Trusts efforts across the District Museums network.

Working with the Chair, a draft 'timelines based' Action Plan will be developed to show priority work areas, and areas where work will be ongoing. The Trust will follow this work up with a strategic planning workshop to review the draft Action Plan, the priorities it shows and to consider any gaps.

2. Meetings

In keeping with the aim of having the Trust visit and meet at each of the District Museums, the last meeting was held in Naseby on 25 June 2022 with a visit to the Maniototo Early Settlers and the Jubilee Museum buildings.

The next meeting is on Wednesday 29 June in Alexandra which will double as a meet and greet opportunity to welcome Amanda as our Trust coordinator. That will be followed by a meeting at Teviot Museum on 3 August 2022.

3. Association with Otago Museum – Tū Tonu Regional Museums Project

The CO Museums Trust has established and is fostering a close relationship with Otago Museum and is pleased to be supporting the 'roll out' of training and information events for regional museum staff and volunteers, being offered in Central Otago. The Tū Tonu events cover areas of common support need identified through a 2021 survey and are being presented

Central Otago Museums Trust. Chair: Owen Graham email: chair@musuemscentralotgao.org.nz Mobile: 027 6424 661

by expert facilitators. These events also create opportunities to meet other museum people who share development goals and to build network relationships.

The Trust has worked with Central Stories Museum and Gallery to provide venue space to host a series of upcoming Tū Tonu museum events over the course of 2022. These include;

- 30 June - Integrated Pest management
- 28 July -Governance
- 17 August - Grants/Fundraising and income hui
- 31 August - Welcoming spaces hui
- 20 September - Kai Tahu 101

Further events still to be confirmed are for;

- Care of textile workshop - 14 September
- Emergency management - 26 October
- Care of paper and organisational records - 9 November
- Care of plastics - 7 December

4. General

- i. Central Otago Museums Trust has received (with thanks) the 2021/22 grant funds from Central Otago District Council
- ii. Central Otago Museums Trust has become a member of the Central Otago Heritage Trust.

A handwritten signature in black ink, appearing to read "Owen Graham".

Owen Graham
Central Otago Museums Trust
Chair

Central Otago District Council
1 Dunorling Street
Alexandra 9320

13th June 2022

Dear Mayor Tim Cadogan and Central Otago District Councillors

Groundswell take this opportunity to present the signatures of Central Otago District ratepayers and residents requesting that, Central Otago District Council (CODC) discontinue any further funding of Local Government New Zealand (LGNZ), and holds a binding referendum on the issue of 3 Waters.

It is obvious from the numbers at the meeting held on June 6th, 2022, at the Alexandra Community Centre, as well as feedback from community members in the past; that the Central Otago community does not accept that the democratic process of engagement on 3 Waters was carried out. LGNZ entered into the Heads of Agreement (HoA) with the Crown in July of 2021 which committed LGNZ to the Governments 3 Waters proposal. LGNZ failed to preserve the rights of individual councils to reach their own position as LGNZ was clearly in total support of the proposed reform and the case for change, before proper engagement was carried out. This resulted in little or no public engagement either from CODC or the leadership of LGNZ.

As a result, we believe this ratepayer financed organisation has not acted in the best interests of the people of this region, in possibly the biggest issue to face local government in 30 years, and LGNZ is no longer fit for purpose.

As this process was neither democratic nor transparent, we call on the Mayor and councillors to set a date for a public meeting within the next 3 weeks, to discuss these issues. Councillors would publicly state their positions on the two issues of the 3 Waters reforms and defunding LGNZ, and a vote be taken.

To clarify, our request is for an ensuing binding referendum for the Central Otago District ratepayers/residents on the issue of the 3 Waters reforms, and for council to vote on the defunding of LGNZ.

We look forward to your response.

Yours sincerely

Bryce McKenzie and Laurie Paterson

groundswellnz2020@gmail.com

Janet McDonald



berylferral@yahoo.com.au



Gill Booth



Mayor Tim Cadogan & CODC Councillors

Central Otago District Council

1 Dunorling Street,

Alexandra 9320

13.6.2022

Dear Mayor Tim Cadogan and Central Otago District Councillors,

In support of Groundswell NZ and the signatories to their request for engagement on 3 Waters and defunding LGNZ we take this opportunity to resubmit the signatures from our Consultation Request Forms gathered late last year. This is a timely reminder of the depth and breadth of feeling against the Governments 3 Waters plan and we request council action be taken on this matter.

Yours sincerely

Janet and Gill

Status Updates		Committee: Council			
Meeting	Report Title	Resolution No	Resolution	Officer	Status
18/12/2019	Business Case for Central Stories Building	19.11.8	<p>That the Council:</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees that once Council has made decisions on the i-SITE review and draft Museum Strategy, the business case to then go to Vincent Community Board for comment and report back to Council.</p>	Community and Engagement Manager	<p>January-July 2020 Action memo sent to Community and Engagement Manager. Awaiting outcomes of the i-SITE review and museum strategy adoption before proceeding.</p> <p>September-October 2020 Council/Vincent Community Board discussions are underway through the LTP workshop programme.</p> <p>November 2020-June 2021 Allowing for the district museum strategy development process to occur before proceeding. The Central Stories project will not be included in the 2021 Long-term Plan consultation document.</p> <p>July-October 2021 In the next few months Council staff will be undertaking work on Council investment in the museum sector. This information will feed into future decision-making for the Central Stories building.</p> <p>November 2021-May 2022 The community-led museum strategy is now completed and staff are undertaking an investment strategy for the museum sector. Outcomes from this work will influence how the business case for Central Stories will be progressed.</p> <p>28 Jun 2022 No update.</p>
25/10/2017	Council Owned Land, Pines Plantation Area North of Molyneux Park Netball Courts, Alexandra – Consider Sale/Development by Joint Venture of	17.9.9	<p>Recommendations</p> <p>A. <u>RESOLVED</u> that the report be received and the level of significance accepted.</p> <p>B. <u>AGREED</u> to the sale of part of Lot 25 DP 3194 and part of Lot 6 DP 300663, located south of the Transpower corridor at the north end of Alexandra and adjacent to the Central Otago Rail trail.</p> <p>C. <u>APPROVED</u> the Vincent Community Board's</p>	Property and Facilities Manager	<p>November 2017 Action Memo sent to the Property Officer., November 2017 – Council solicitor has provided first draft of RFI document for staff review.</p> <p>December 2017 Request for Proposals was advertised in major New Zealand newspapers at the end of November 2017 with proposals due by 22 December. Three complying proposals received.</p>

	Residential Land (PRO 61-2079-00)		<p>recommendation for sale of the land by way of a joint venture development and sale of Lots, the minimum terms and conditions including:</p> <ul style="list-style-type: none"> • The joint venture partner funding development with no security registered over the land. • Council receiving block value. • Council receiving 50% of the net profit, with a minimum guaranteed of \$500,000. • Priority order of call on sales income: <p>First: Payment of GST on the relevant sale.</p> <p>Second: Payment of any commission and selling costs on the relevant sale.</p> <p>Third: Payment to the Developer of a fixed portion of the estimated Project Development Costs per lot as specified in the Initial Budget Estimate and as updated by the Development Costs Estimate breakdown.</p> <p>Fourth: Payment of all of the balance settlement monies to Council until it has received a sum equivalent to the agreed block value.</p> <p>Fifth: Payment of all of the balance settlement monies to Council until it has received an amount equivalent to the agreed minimum profit share to Council.</p> <p>Sixth: Payment of all of the balance to the Developer for actual Project Costs incurred in accordance with this Agreement.</p> <p>Seventh: Payment of all of the balance amounts (being the Profit Share) to be divided 50 / 50 (after allowance for payment of the</p>	<p>February 2018 Requests received. Council staff have been finalising the preferred terms of agreement to get the best outcome prior to selecting a party, including understanding tax implications.</p> <p>March – April 2018 Staff finalising the preferred terms of agreement.</p> <p>June 2018 Preferred developer approved. All interested parties being advised week of 11 June. Agreement still being finalised to enable negotiation to proceed.</p> <p>August 2018 Risk and Procurement Manager finalising development agreement to allow development to proceed.</p> <p>September 2018 The development agreement is under final review.</p> <p>October 2018 The development agreement is with the developer's accountant for information. Execution imminent.</p> <p>January 2019 Development agreement was signed by AC & JV Holdings before Christmas. Subdivision plan now being developed for resource consent application and removal of trees expected to start mid to late January.</p> <p>March 2019 Concept plan is in final draft. Next step is for the surveyor to convert to a scheme plan and apply for resource consent. The fencer is booked in for March.</p> <p>April 2019 Security fencing has been completed. Felling of trees expected to commence in the next month. Concept plan is in final draft. Next step is for the surveyor to apply for resource consent.,</p> <p>May 2019 Tree felling commenced 20 May and is</p>
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			<p>Minimum Profit to Council.</p> <p>D. <u>AGREED</u> to delegate to the Chief Executive the authority to select the preferred joint venture offer and negotiate "without prejudice" a joint venture agreement.</p> <p>E. <u>AGREED</u> that the Chief Executive be authorised to do all necessary to achieve a joint venture agreement.</p>		<p>expected to take up to 6 weeks to complete. Subdivision scheme plan close to being finalised before resource consent application.</p> <p>June 2019 Tree felling complete. Subdivision consent expected to be lodged in July or August.</p> <p>July 2019 Subdivision consent expected to be lodged in August.</p> <p>September – October 2019 The affected party consultation process with NZTA, Transpower and DOC for the application to connect Dunstan Road to the State Highway is almost complete. The developer is also close to finalising the subdivision plan to allow for the resource consent to be lodged. November 2019 – Subdivision consent was lodged on 22 November 2019.</p> <p>January 2020 Subdivision consent granted 18 December 2019.</p> <p>February 2020 The developer is working on engineering design for subdivision to be approved by Council. Work expected to start on site for subdivision in approximately 6 weeks.</p> <p>May – August 2020 Due to Covid 19, engineering design and construction start date delayed. As of May, engineering design mostly complete and work on site expected to start soon with a staged approach. Also awaiting outcome of Shovel Ready Projects application which may affect how this development progresses.</p> <p>September 2020 Work expected to start on site in October for Stage 1 and some sections will be marketed. Stage 1 completion scheduled for April 2021.</p> <p>November 2020 Due to one of the shareholders passing</p>
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					<p>away in late June the developer AC/JV Holdings has been working on a succession plan which should be finalised in early November. The need to agree succession has meant recent delays to the development but Staff are in regular contact with the contractor to ensure that works begin as soon as possible. Once succession arrangements are confirmed it will enable construction to progress and sections to be put on market as soon as possible. To further ensure this outcome a variation to the development agreement will be prepared which will confirm stages and tighten progress requirements.</p> <p>December 2020 Lawyer is drafting variation to agreement for discussion with developer.</p> <p>January 2021 Construction has commenced. Work programme to be fully finalised in coming weeks.</p> <p>February 2021 3910 contract executed. Detailed update was emailed to the board separate to this Status Report.</p> <p>March–July 2021 Work progressing according to contract.</p> <p>September 2021 Construction work progressing, although slightly behind due to COVID-19 alert level restrictions.</p> <p>October 2021 Development work programme generally on track. Stage 1 is approximately 2 weeks behind schedule due to COVID-19, although Stage 2 is ahead and Stage 3 is on schedule. As of September 2021, sales figures were Stage 1 – 16 sold; Stage 2 – 13 sold, 3 unsold; Stage 3 – 10 sold, 9 unsold or under offer.</p> <p>November 2021 November: 224c has been issued for stage 1. Awaiting LINZ to issue Title. Stage 2</p>
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					<p>roading will be sealed week of 22nd November.</p> <p>January 2022 Titles have now issued for the 16 sections in Stage 1 with settlement for all sections on 20 January. Stage 2 224C Application has been applied for and titles are expected late January 2022. Stage 3 progress is on track. Current sales are as follows: , Stage 1 - 16/16 lots under contract (settlement 20 January) Stage 2 - 15/16 lots under contract , Stage 3 - 11/19 lots under contract.</p> <p>February 2022 All 16 sections sold and settled in January 2022 in Stage 1, 15 out of 16 sections sold in Stage 2 and 12 sections sold, three under offer and four unsold in Stage 3.</p> <p>March 2022 Stage two 223c and 224c applications submitted. Awaiting approval.</p> <p>April 2022 No update. Awaiting approval.</p> <p>23 Jun 2022 No further update available.</p>
12/12/2018	Lighting Policies to Reinforce Council's Position on Dark Skies Protection (COM 01 02-021)	18.13.7	<p>Recommendations</p> <p>A. <u>RESOLVED</u> that the report be received and the level of significance accepted</p> <p>B. <u>RESOLVED</u> that Council commits to the development of a Lighting Policy for the Central Otago District owned and managed or administered building facilities and infrastructure which promotes lighting standards that comply with current International Dark Sky Association requirements</p> <p>C. <u>RESOLVED</u> that Council commits to promoting lighting standards that comply with current International Dark Sky Association requirements, into the first draft of the new Central Otago District Plan.</p>	Community and Engagement Manager	<p>January 2019 – Action Memo sent to the Community Development Manager.</p> <p>January 2019 - Council staff are preparing a lighting policy on Council-owned infrastructure and this is scheduled for presentation to the February 2019 Council meeting. Naseby Vision has circulated a newsletter on IDA lighting standards to residents over the Christmas period and are collecting signatures from people who are willing to adhere to these standards on their own properties.</p> <p>April 2019 – Council adopted a lighting policy for Council-owned assets in February 2019. Planning staff are reviewing recommended International Dark Skies lighting requirements and their potential fit into the Central Otago District Plan.</p>

					<p>May 2019 – Further scoping work for Naseby is occurring with Council's Community Development Manager and Planning Team. Update to be provided in Spring 2019.</p> <p>October 2019 - The Project Plan for the District Plan Review is being prepared and includes this, as well as other topics. There has been no prioritisation of any urgent topics at this stage.</p> <p>December and November 2019 – Council staff are currently investigating how to include dark skies protection parameters within the District Plan.</p> <p>January 2020 – No further update available.</p> <p>February 2020 – No further update available. An update will be provided once there is progress to report on.</p> <p>March 2020 – Met with local planning consultant who is willing to assist Naseby community put together a plan change request. They will work with Naseby group to prepare this.</p> <p>May-June 2020 – No update available.</p> <p>August 2020 – The community is developing content (including the required community consultation) for a District Plan change application, and are in liaison with Council staff during the process.</p> <p>September-November 2020 – The community are currently undertaking consultation with local residents in regard to the proposed plan change.</p> <p>January 2021 – No update available.</p>
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					<p>February-June 2021 – The community is gathering public feedback on their dark skies initiative for input into their district plan change application. Council staff are not involved in this process.</p> <p>February-June 2021 – The community is gathering public feedback on their dark skies initiative for input into their district plan change application. Council staff are not involved in this process.</p> <p>July-October 2021 – A draft plan change report has been prepared on behalf of Naseby Vision. This needs to be finalised and further documentation provided prior to this being presented to Council for adoption and plan change notification. It is expected that this will be in the latter half of this year.</p> <p>November 2021-April 2022 – Council has received the final plan change report and staff will proceed on progressing this in the first quarter of 2022.</p> <p>19 May 2022 Resourcing has delayed the progress of the plan change to early in the third quarter of 2022.</p> <p>21 Jun 2022 No update available.</p>
25/09/2019	Consideration of New Zealand Standard (NZS) 4404:2020 (Doc ID 422658)	19.8.10	<p>Recommendations</p> <p>A. <u>RESOLVED</u> that the report be received, and the level of significance accepted.</p> <p>B. <u>AGREED</u> to adopt NZS 4404:2010 as Council's subdivision standard subject to the development of an updated addendum for local conditions.</p>	Infrastructure Manager	<p>October 2019 – Action memo sent to the Environmental Engineering Manager.</p> <p>November 2019 – Drafting of an updated addendum is underway and expected to be included in report to Council in early 2020.</p> <p>December 2019 – Workshops continuing for updating engineering standards. The Environmental Engineering team will be working with planning to ensure the design standards from the Cromwell masterplan are developed alongside the updated</p>

					<p>engineering standards.</p> <p>January 2020 - November 2020 – No change.</p> <p>December 2020 – The status of this work will be reviewed in February 2021 and a further update provided then.</p> <p>January 2021 – February 2022 – No change.</p> <p>March 2022 – Due to work programme commitments this item has been deferred. Looking to potentially add to the 2023 work schedule.</p> <p>April 2022 – No change.</p> <p>19 May 2022 No change.</p> <p>23 Jun 2022 No change.</p>
15/07/2020	Lease of Kyeburn Reserve - Ratification	20.5.4	<p>Recommendations</p> <p>That the Council:</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees to grant the Kyeburn Committee a lease pursuant to Section 61(2A) of the Reserves Act 1977, on the following terms:</p> <ol style="list-style-type: none"> 1. Permitted use: Community Hall 2. Term: 33 years 3. Rights of Renewal: None 4. Land Description Sec 20 Blk V11 Maniototo SD 	Property and Facilities Officer (Māniatoto)	<p>July – Action memo sent to Property and Facilities Officer – Maniototo.</p> <p>August 2020 – Advised Kyeburn Hall Committee of Council's resolution and waiting for confirmation of their status as an Incorporated Society before issuing the lease.</p> <p>September – December 2020 – Kyeburn Hall Committee to follow up progress on getting their status as an Incorporated Society, in response to email sent to them September 2020.</p> <p>January 2021 – Waiting for confirmation of their status as an Incorporated Society before issuing the lease.</p> <p>February – April 2021 – Property and Facilities Officer - Ranfurly to meet Committee in May 2021 and discuss next</p>

			<p>5. Area: 0.4837 hectares</p> <p>6. Rent: \$1.00 per annum if requested</p> <p>Subject to the Kyeburn Hall Committee</p> <ol style="list-style-type: none"> 1. Becoming an Incorporated Society 2. Being responsible for all outgoings, including utilities, electricity, telephone, rubbish collection, rates, insurance and ground maintenance 		<p>steps.</p> <p>June 2021 – May meeting was postponed until July 2021.</p> <p>July 2021 – Meeting request to the Committee for July 2021 was declined by the Committee citing workloads and health issues of committee members. The Committee will make contact when their schedule allows.</p> <p>August 2021 – ON HOLD until meeting able to take place 18 May 2022 No change to the status of this item. Still on hold.</p>
18/11/2020	Ripponvale Community Water Funding Options	20.9.4	<p>Recommendations</p> <p>That the Council:</p> <ol style="list-style-type: none"> A. Receives the report and accepts the level of significance. B. Agrees that properties on the Ripponvale Community Water Scheme pay half the \$600,000 costs of upgrading the Ripponvale network to meet the New Zealand Drinking Water Standards, and minimum engineering standard requirements. C. Agrees that the Council share of \$300,000 be funded from the water stimulus fund allocation. D. Agrees that Ripponvale Community Water Scheme accumulated \$100,000 funds can be used to contribute to the \$300,000 to be funded by properties on the Ripponvale Community Water Scheme. E. Agrees that existing properties on the Ripponvale Community Water Scheme will have the option of paying their share of the \$300,000, less any 	Water Services Manager	<p>November 2020 – Action memo sent to the Water Services Manager.</p> <p>December 2020 – Obtaining legal advice on rating options. Ripponvale Committee advised of decision. Information package being prepared for communicating with suppliers who wish to discuss transfer to council ownership.</p> <p>January 2021 – Ripponvale Community Water have been asked to supply the customer database, we are still awaiting this information. Until we receive this data, we are unable to progress.</p> <p>February 2021 – Site visit held between Fulton Hogan maintenance team, Stantec Water Engineer and Council Water Engineers prior to taking over the operation and maintenance of the scheme. Staff are currently getting a legal review on options for rates charging.</p> <p>March – April 2021 – Council has taken over management of supply. Legal requirements for targeted rate being investigated. Fulton</p>

			<p>contribution by the Ripponvale Community Water Scheme, by either a lump sum payment or as a targeted rate.</p> <p>F. Agrees that transfer of the scheme will occur on 30 March 2021, and that Council will not meet any costs accrued prior to 30 March 2021.</p> <p>G. Agrees that properties on the Ripponvale Community Water Scheme be charged the standard rates for a council water connection from 30 March 2021.</p> <p>H. Agrees that properties within the Ripponvale Community Water Scheme supply area be included within the Cromwell Water Supply Area, and that development contributions be applied to all properties that connect to this supply from 30 March 2021.</p>		<p>Hogan & Switchbuild scoping and pricing work required.</p> <p>May - June 2021 – A report on the Ripponvale Supply will be provided to the September Council meeting.</p> <p>September 2021 - A report has been provided to the September Council meeting. Further information will be provided to the November meeting.</p> <p>October 2021 – No change.</p> <p>November 2021 – Work has commenced and due to be completed March 2022.</p> <p>December 2021 – January 2022 – No change.</p> <p>February 2022 – March 2022 – Work along the Kawarau Gorge road is now complete, telemetry has been installed in pump stations and critical spares ordered. Further options for additional work are being considered.</p> <p>April 2022 – Staff from Council now evaluating options for the next stages of work to be delivered.</p> <p>17 May 2022 Pricing is currently being sought for water meters for all users on the scheme.</p> <p>21 Jun 2022 Meters have been received and will be installed by July 2022.</p>
24/03/2021	District Plan Review Programme	21.2.10	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Approve the District Plan review programme as outlined in Appendix 1</p>	Principal Policy Planner	<p>30 Mar 2021 Action memo sent to report writer.</p> <p>21 Apr 2021 Review of Industrial Chapter underway; RFP for Residential section review being drafted; GIS mapping project progressing; e-Plan contract approved</p>

					<p>16 Jun 2021 Expert noise and transportation reports to support the Industrial Chapter review have been commissioned. RFP for the Residential section of the Plan closes 18 June.</p> <p>28 Jul 2021 RFP for Residential Chapter Review released and contract awarded - initial workshop with stakeholders completed and review underway; GIS mapping plan change notified; ePlan contract awarded and operative District Plan in ePlan and being tested by planners; Industrial zone plan change for Cromwell (reflecting Cromwell Spatial Plan) being finalised; Industrial Chapter Review underway</p> <p>08 Sep 2021 Issues and Options for review of Residential Chapter drafted; submissions on GIS mapping plan change closed - 3 in support so no hearing required; ePlan testing complete with mapping being updated and incorporated; engagement with affected landowners is upcoming as part of Industrial Chapter Review.</p> <p>18 Oct 2021 Residential chapter being drafted; ePlan mapping underway; Industrial Zone changes to be notified.</p> <p>15 Nov 2021 Cromwell Industrial zone plan changes publicly notified ; Residential chapter and new map zoning progressed and to be workshopped with Council in December; decision on Plan Change 17 (GIS Mapping) made by Council and to be advertised; ePlan mapping being worked on with Isovist who have completed the text.</p> <p>11 Jan 2022 Submissions on plan change closed on 18th December. Nine submissions were recieved. Residential chapter review and</p>
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					<p>draft chapter workshop with Councillors at December Council workshop. Community engagement commenced on Naseby Dark Sky plan change.</p> <p>24 Feb 2022 Summary of submissions on Industrial Plan Change notified. Residential chapter review and mapping continuing. Work on Dark Sky plan change ongoing.</p> <p>06 Apr 2022 Notification of Summary of Submissions on Industrial Plan Change has closed and work will begin on evaluating submissions in preparation for drafting of Section 42A report; work on the new residential chapter (including medium density and heritage design guidelines) is being finalised for release to Schedule 1 parties; dark sky provisions being finalised; necessary changes to the Heritage Precinct chapter of the District Plan to bring in the heritage guidelines is being drafted; project plan for Teviot Valley Spatial Plan is currently being drafted; ePlan currently being tested with a view to release as the official version of the operative District Plan.</p> <p>20 May 2022 Work is progressing.</p> <p>20 Jun 2022 Residential Chapter Review was approved by Council for notification. This will be notified on 9th July 2022.</p>
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	E. Agrees to the recommendation from the Cromwell Community Board on the draft 2021-31 Long-term Plan that staff are requested to investigate the request for a toilet from the Cromwell Bike park further and provide a report for consideration in a future annual or long-term plan.	Property and Facilities Officer (Cromwell)	<p>11 Jun 2021 Action memo sent to Property and Facilities Officer Cromwell. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>06 Jul 2021 Email sent to Cromwell Bike Park committee to request an extensive survey of usage be carried out to determine what toilet facility</p>

					<p>may be required in the future.</p> <p>08 Sep 2021 Cromwell Bike Park committee to undertake a usage study of the toilet facilities at the site in summer to reflect peak usage.</p> <p>11 Nov 2021 Committee are doing a survey of usage over the summer months to enable Council to determine type of toilet required., A reminder has been sent 11/11/2021 to ensure this is carried out and reported back to Council.</p> <p>07 Jan 2022 The Bike Park committee are currently carrying out a survey (through survey monkey) to determine usage of the bike park - to end of Feb 22.</p> <p>09 Feb 2022 Property Office awaiting survey results to determine toilet requirements. Results due end of February 2022.</p> <p>21 Feb 2022 Survey received by P & FO Cromwell - information being assessed to enable report to be prepared to CCB</p> <p>05 Apr 2022 The survey from the Club has been completed. Staff are preparing a report for Council for the September 2022 meeting requesting funding in the 2023/24 AP</p> <p>17 May 2022 A report is being prepared for Council to consider funding the project from the AP 23/24. The report will be presented on 28/9/2022</p> <p>08 Jun 2022 Report to Council being prepared for next financial year</p>
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	P. Agrees to the recommendation from the Teviot Valley Community Board on the draft 2021-31 Long-term Plan to proceed with the preferred option	Parks and Recreation Manager	<p>11 Jun 2021 Action memo sent to Parks and Recreation Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for</p>

			in the consultation document for the Roxburgh Pool.		<p>information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>28 Jul 2021 Funding allocated pending request from Pool Committee.</p> <p>08 Sep 2021 Funding not yet requested.</p> <p>18 Oct 2021 Roxburgh Pool funding request not yet received, and unable to progress until then. ON HOLD.</p> <p>11 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No further update.</p> <p>09 Feb 2022 No further update available.</p> <p>05 Apr 2022 Council funding has not been requested.</p> <p>19 May 2022 No update at this time as there has been no change to this item.</p> <p>20 Jun 2022 No funding request received to date. ON HOLD</p>
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	N. Agrees to the recommendation from the Vincent Community Board on the draft 2021-31 Long-term Plan to proceed with the preferred option in the consultation document for the Omakau Hub.	Community and Engagement Manager	<p>11 Jun 2021 Action memo sent to Communication and Engagement Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>29 Jul 2021 A community collective is progressing the hub project. Financial input from Council is programmed for year three of the 2021-24 of the Long-term Plan.</p> <p>09 Sep 2021 No further update until July 2023, when funds are due to be released.</p>

1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	<p>L. Agrees to the recommendation from the Vincent Community Board on the draft 2021-31 Long-term Plan that staff convene a meeting of Central Otago District Council, Central Otago Hockey Association, Central Lakes Trust and Molyneux Turf Incorporated to discuss a way forward on the proposed multi-use turf and facilities at Molyneux Park.</p>	Parks and Recreation Manager	<p>11 Jun 2021 Action memo sent to Parks and Recreation Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>28 Jul 2021 Meeting convened on 5 July 2021. Molyneux Turf Incorporated (MTI) preparing additional information.</p> <p>08 Sep 2021 Additional information not yet received from MTI.</p> <p>18 Oct 2021 Additional information not yet received from MTI, and unable to progress until then. ON HOLD.</p> <p>11 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No Further update.</p> <p>09 Feb 2022 No further update available.</p> <p>05 Apr 2022 No information has been received from the Hockey Assn to provide and update on.</p> <p>19 May 2022 No further update at this time as no changes to this item.</p> <p>21 Jun 2022 Molyneux Turf Incorporated (MTI) have successfully employed an independent consultant Chris Wright, who has extensive experience in sports turf development including the \$4 million dual-fields at Logan Park (Dunedin), Kings High School turf (Dunedin, and further projects in Chrsitchurch, Wellington, Hawkes Bay and Nelson. , The consultant completed the first stage of the feasibility report in November 2021, and MTI has extended the study to</p>
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					explore another location additional to Molyneux Park as a further option for consideration.
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	K. Agrees to the recommendation from the Vincent Community Board on the draft 2021-31 Long-term Plan that staff provide a report regarding a request Ice Inline for future consideration.	Parks and Recreation Manager	<p>11 Jun 2021 Action memo sent to Parks and Recreation Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>28 Jul 2021 Background data for report being collated.</p> <p>08 Sep 2021 No further progress.</p> <p>18 Oct 2021 No further progress on requested report considering IceInLine's Long-Term Plan (LTP) submission.</p> <p>11 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No Further update</p> <p>09 Feb 2022 No further update</p> <p>05 Apr 2022 No information has been received from Ice in Line to provide and update on.</p> <p>20 Jun 2022 The Vincent Community Board have agreed to consult on this request during the next Annual Plan.</p>
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	J. Agrees to the recommendation from the Vincent Community Board on the draft 2021-31 Long-term Plan that staff are requested to investigate a request for an extension of the junior playground at Pioneer Park and provide a report for consideration in a future annual or long-term plan.	Parks and Recreation Manager	<p>11 Jun 2021 Action memo sent to Parks and Recreation Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>28 Jul 2021 Preparatory work that will support further investigation and underpin a report for consideration is being undertaken. Funding</p>

					<p>to be considered for 2022-2023 Annual Plan.</p> <p>08 Sep 2021 No further progress.</p> <p>18 Oct 2021 Investigation of request for extension of junior playground at Pioneer Park and report for consideration on hold until closer to a future annual or long-term plan. ON HOLD.</p> <p>11 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No further update.</p> <p>09 Feb 2022 No further update.</p> <p>05 Apr 2022 No update to report at this time.</p> <p>19 May 2022 No further update as no changes at this time.</p> <p>20 Jun 2022 No further update available.</p>
1/06/2021	Submissions on the 2021-31 Long-term Plan Consultation Document	21.4.3	R. Agrees to the recommendation from the Maniototo Community Board on the draft 2021-31 Long-term Plan that Council request staff to consider the suggestion of filling in the ice rink with water, add planting and creating walkways and report back to the Board.	Parks and Recreation Manager	<p>11 Jun 2021 Action memo sent to Parks and Recreation Manager. Memo sent to Executive Manager Corporate Services and Chief Advisor for information. For action following final adoption of the Long-term Plan on 30 June 2021.</p> <p>28 Jul 2021 Request under consideration.</p> <p>08 Sep 2021 No further progress.</p> <p>18 Oct 2021 No further progress on requested report considering filling the ice rink in the Maniototo with water and adding planting and walkways nearby.</p> <p>11 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No further update.</p>

					<p>09 Feb 2022 There is no LTP budget allocation for this. No further update available.</p> <p>05 Apr 2022 No further update to report at this time.</p> <p>19 May 2022 A report is being prepared for the Vincent Community Board consideration on potential funding request.</p> <p>20 Jun 2022 Background work involving the water department has been completed to understand water supply issues. Site visits with Parks and Reserves Capital Projects officer is arranged for July to look at options to be included in the report to the Maniototo Community Board.</p>
30/06/2021	Cromwell Menz Shed - New Lease	21.5.12	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees to lease the proposed area to the Cromwell Menz Shed</p> <p>C. Agrees to a lease over 1000m² (more or less) of land (shown in Figure 1) located on the Cromwell Transfer Station/Closed Landfill site, being part of Lot 3 DP526140.</p> <p>D. Authorise the Chief Executive to do all that is necessary to give effect to this resolution.</p>	Property and Facilities Officer (Cromwell)	<p>05 Jul 2021 Action memo sent to Property and Facilities Officer - Cromwell.</p> <p>06 Jul 2021 Cromwell Menz Shed updated on resolution., Meeting arranged between property and infrastructure for 9 July to discuss actions required.</p> <p>26 Jul 2021 Meeting scheduled with Menz Shed for 30 July to review and discuss Draft Lease.</p> <p>17 Aug 2021 Working alongside the Menz Shed to prepare an appropriate lease</p> <p>08 Sep 2021 Lease document being finalised.</p> <p>18 Oct 2021 Lease document still being finalised.</p> <p>11 Nov 2021 11/11/2021 Lease document still a work in progress, as needed to identify the final lease area and water metering charges.</p> <p>07 Jan 2022 Lease document provided to Menz Shed in Dec 21. Reviewing currently</p>

					<p>09 Feb 2022 Final lease is available for Menz Shed to sign.</p> <p>06 Apr 2022 Staff are preparing another report to Cromwell Community Board for further clarification on the lease.</p> <p>18 May 2022 Property Statutory Officer is preparing a report for Cromwell Community Board for clarity on the lease</p> <p>20 Jun 2022 Property Statutory Officer presenting a report to CCB on Clarification of the terms of the Cromwell Menz Shed Lease at meeting of 21 June 2022.</p>
11/08/2021	Naseby Water Supply	21.6.11	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees to proceed with construction of a clarifier, pH correction, and flocculation tank to be funded from tranche 1 of the water stimulus funding.</p> <p>C. Directs staff to investigate options for an alternative water source for the Naseby water supply, including consideration of a single Maniototo water treatment site.</p>	Executive Manager - Infrastructure Services and Water Reform Lead	<p>16 Aug 2021 Action Memo sent to report writer.</p> <p>09 Sep 2021 Clarifier being tendered. Investment Logic Map workshop for Maniototo water supplies scheduled for 18th October.</p> <p>14 Oct 2021 No change.</p> <p>24 Nov 2021 Construction of new clarifier underway with delivery in January 2022. Concrete slab construction underway, second hand clarifier due to be delivered and installed prior to Christmas. Workshop to identify options for new source held on 24 November.</p> <p>13 Jan 2022 The second-hand clarifier was installed and commissioned the week before Christmas and has been operating successfully since. A second clarifier will be delivered late January with installation programmed for February/March.</p> <p>22 Feb 2022 Clarifiers have been installed and pH dosing design has been completed.</p>

					<p>28 Mar 2022 The pH dosing to begin installation April 2022.</p> <p>17 May 2022 Work is currently underway to modify the building to accommodate the dosing tanks and equipment.</p> <p>21 Jun 2022 Work is currently programmed to be completed by the first week of July.</p>
11/08/2021	Cromwell Aerodrome - Refueling Facility	21.6.6	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees in principle to approve the issuing of a licence to occupy to RD Petroleum for refuelling facility at Cromwell Aerodrome comprising two 10,000 litre tanks for avgas and Jet A1 fuel.</p> <p>C. Authorises the CEO to confirm approval of final location and design of refuelling facility to include safe and secure access for all potential users.</p> <p>D. Authorises the CEO to approve acceptable terms and conditions for the Licence to Occupy similar to the Licence for the refuelling facility at Alexandra Airport and do all that is necessary to give effect to the resolutions.</p>	Property Officer	<p>16 Aug 2021 Action Memo sent to report writer.</p> <p>08 Sep 2021 Applicant informed of decision. Site meeting upcoming to finalise fuel tank position. Licence to Occupy (LTO) being drafted.</p> <p>18 Oct 2021 Site meeting was held with applicant to discuss fuel tank location. Applicant will provide full proposal to inform drafting of LTO.</p> <p>11 Nov 2021 11/11/2021 Council Property staff met representative from RD Petroleum on site at Cromwell Aerodrome at end of September to discuss position of fuel facility. RD Petroleum confirmed they would create two separate access ways for truck to use for filling and maintenance and for other users vehicles. They will now proceed with further design and provide plans to Council in the New Year.</p> <p>10 Jan 2022 No change to status.</p> <p>22 Feb 2022 Staff reviewing proposed layout of the fuel facility provided by RD Petroleum.</p> <p>05 Apr 2022 No change at this time.</p> <p>19 May 2022 Layout reviewed and accepted. Lease document requested from RD Petroleum</p>

					and information regarding power connection for Council. 21 Jun 2022 No further update available.
22/09/2021	Plan Change 18 Cromwell Industrial Resource Area Extension	21.7.12	That the Council A. Receives the report and accepts the level of significance. B. Recommends that Plan Change 18 be notified and processed in accordance with the First Schedule to the Resource Management Act 1991.	Principal Policy Planner	27 Sep 2021 Action memo sent to the Principal Policy Planner 18 Oct 2021 Plan Change prepared. 15 Nov 2021 Plan Change notified 28 October, submissions close December 9. 11 Jan 2022 Plan change notified October and submissions closed in December 2021. 24 Feb 2022 Summary of submissions notified 06 Apr 2022 Summary of submissions has closed and work will begin on evaluating the submissions and preparing the section 42A planners report 20 May 2022 Have commissioned technical reports and are awaiting their outcome. 20 Jun 2022 Meeting with traffic engineers and Waka Kotahi regarding intersection upgrades to occur.
3/11/2021	i-SITE NZ Future Network Proposal	21.8.3	That the Council A. Receives the report and accepts the level of significance. B. Authorises staff to submit a non-binding expression of interest on behalf of Ranfurly and Roxburgh i-SITES to become Tier Two centres. C. Authorises staff to submit a non-binding expression of interest on behalf of Alexandra and Cromwell information centres to become Tier One or Two centres.	Ranfurly i- SITE Team Leader	08 Nov 2021 Action memo sent to report writer. 23 Nov 2021 The Central Otago i-SITE's of Ranfurly and Roxburgh submitted a non-binding expression of interest to the i-SITE New Zealand board to become Tier Two Centres, as authorised by the Central Otago District Council Councillors, on the 4th November. The Central Otago i-SITES submitted a non-binding expression of interest to the i-SITE New Zealand Board on the 4th November 2021, on behalf of the Alexandra Information

					<p>Centre and the Forage Information Centre. The expression of interest submission was in favour of both centres becoming Tier Two Centres. The binding expression of interest time frame of end November, as indicated in the i-SITE report, has been extended by i-SITE New Zealand. Timeframes will be confirmed during i-SITE New Zealand's Board meeting in February 2022. The Central Otago i-SITEs are waiting on further details to be supplied by the i-SITE NZ Board.</p> <p>13 Jan 2022 The Central Otago I-SITE's are still waiting on more detailed information to come from the VIN Inc Board. Most recent indication is that this will be supplied in February 2022.</p> <p>24 Feb 2022 VIN Inc board awaiting formal response from MBIE before progressing conversation with I-SITE owners. It is expected an update will be given at the April council meeting.</p> <p>31 Mar 2022 MBIE have indicated their response will be provided mid-April, therefore an update will be provided at the next Council meeting, in June 2022.</p> <p>19 May 2022 No further update is available.</p> <p>20 Jun 2022 MBIE have indicated to the VIN Inc Board that they will support a proposal. The VIN Inc Board are now finalising that proposal, and will consult with I-SITE owners over the next four months. Staff will bring reports for decision to Councillors as required.</p>
3/11/2021	Proposal to Revoke Part of the Greenway Reserve off Waenga Drive, Cromwell	21.8.5	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees with the Hearings Panel recommendation to the revocation of the Local Purpose (Amenity) Reserve classification from the specified 619m2</p>	Parks and Recreation Manager	<p>09 Nov 2021 Action memo sent to report writer.</p> <p>11 Nov 2021 Applicant has asked to hold off writing to the Minister of Conservation until they have secured a Resource Consent for the proposal.</p>

			<p>(subject to survey) area from Lot 201 DP 359519.</p> <p>C. Agrees to notify the Minister of Conservation in writing of the resolution and request the revocation be approved and notified by <i>Gazette</i> notice.</p>		<p>11 Jan 2022 Application reviewed seeking Resource Consent.</p> <p>15 Feb 2022 Application being processed by council's Planning team.</p> <p>05 Apr 2022 The revocation process is being prepared by Council property team.</p> <p>09 Jun 2022 Awaiting advice from Department of Conservation.</p>
3/11/2021	Plan Change 17 - GIS Mapping	21.8.6	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Approves Plan Change 17 without modification in accordance with Clause 10 (1) of the First Schedule to the Resource Management Act 1991.</p> <p>C. Directs that the decision to approve Plan Change 17 be publicly notified, and the Central Otago District Plan be amended.</p>	Principal Policy Planner	<p>09 Nov 2021 Action memo sent to report writer.</p> <p>15 Nov 2021 No further update at this stage.</p> <p>11 Jan 2022 No further update.</p> <p>24 Feb 2022 No further update.</p> <p>06 Apr 2022 Awaiting ePlan map testing - currently underway</p> <p>20 May 2022 Work on this is still in progress.</p> <p>20 Jun 2022 Awaiting finalisation of e-plan. In progress.</p>
3/11/2021	Options for Disinfection of Community Water Supplies	21.8.8	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes that current chemical deliveries arrangements result in a lack of resilience in provision of service.</p> <p>C. Directs staff to provide a report outlining the work required to meet Hazardous Substances and New Organism Act requirements for the delivery of chlorine to existing treatment sites.</p> <p>D. Agrees to the phased transition of chlorine gas disinfection as community water supplies are</p>	Water Services Manager	<p>09 Nov 2021 Action memo sent to report writer.</p> <p>30 Nov 2021 Lake Dunstan water supply design has been altered to chlorine gas and this will also be undertaken at all Council supplies when they are due to be upgraded. A hazard assessment has also recently been completed at all sites and we are expecting a report on requirements prior to Christmas.</p> <p>10 Jan 2022 A hazard assessment report was received in December identifying a number of issues across Council water treatment supplies.</p>

			upgraded		<p>Staff are now working on prioritising the issues to develop a programme of work to rectify these issues. None of the issues are preventing the production of safe drinking water.</p> <p>22 Feb 2022 Water supplies will be transitioned across to chlorine disinfection as they are upgraded. A report on Hazardous Substances and New Organisms Act requirements will be presented at a future meeting.</p> <p>28 Mar 2022 The report has been received and is currently being reviewed and actions prioritised.</p> <p>17 May 2022 Priority list is still being developed.</p> <p>21 Jun 2022 No update.</p>
8/12/2021	Water and Wastewater Operations and Maintenance contract	21.9.10	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes responsibility for the management of water, wastewater, and stormwater operations will move to a new entity on 1 July 2024.</p> <p>C. Notes that a new maintenance contract is required for two years for council to deliver the required physical works from 1 July 2022 to 30 June 2024.</p> <p>D. Notes that the new entity is likely to need the ability to extend existing contracts beyond 30 June 2024 until they are in a position to review and re-tender these.</p> <p>E. Agrees to directly negotiate with the incumbent contractor for an initial two year contract with the ability for three one year extensions subject to the agreement of the contractor and the new water entity.</p>	Water Services Manager	<p>14 Dec 2021 Action memo sent to the Water Services Manager.</p> <p>10 Jan 2022 Morrison Low have been engaged to help develop the new contract document. To date a number of workshops have been held with Council staff and separately with Fulton Hogan to get an understanding of any issues with the current contract that parties would like to see addressed within the new document. A further joint workshop will be held in January to further develop the contract.</p> <p>22 Feb 2022 No change.</p> <p>28 Mar 2022 No change.</p> <p>17 May 2022 Draft contract is with Fulton Hogan for commentary and pricing. Commitment from FH to have this reviewed and priced by 31 May.</p>

					21 Jun 2022 MATTER CLOSED
8/12/2021	Earthquake Prone Buildings	21.9.16	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Approves the earthquake prone building statement of proposal of thoroughfares and strategic routes for public consultation.</p> <p>C. Notes the identification of potentially earthquake prone priority buildings is required by 1 July 2022.</p> <p>D. Appoints Crs Cooney, Alley and Paterson to hear submissions, if necessary.</p>	Regulatory Services Manager	<p>14 Dec 2021 Action memo sent to the Regulatory Services Manager.</p> <p>10 Jan 2022 Public consultation opened on 13 December 2021 and closes on the 21 January 2022.</p> <p>14 Feb 2022 One submission has been received; no hearing required. Report to Council on next stages of process to have potentially priority earthquake prone buildings identified by July 2022.</p> <p>30 Mar 2022 A further Council report will be presented at the June 2022 meeting.</p> <p>18 May 2022 Report is on the 1 June 2022 Agenda for discussion and resolution.</p> <p>20 Jun 2022 MATTER CLOSED - superseded by Resolution 22.4.3</p>
8/12/2021	Eden Hore Central Otago Steering Group and Charitable Trust	21.9.3	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Authorises the continuation of the Eden Hore Central Otago Steering Group for a second term, through to the end of 2023.</p> <p>C. Approves the establishment of the Eden Hore Central Otago Charitable Trust for the purpose of holding and utilising community-raised funds towards projects and activities that benefit the collection and related experiences.</p>	Community and Engagement Manager	<p>14 Dec 2021 Action memo sent to the Community and Engagement Manager and to Finance</p> <p>14 Dec 2021 Steering group terms of reference has been forwarded to members for signing., Trustees to be appointed to the Eden Hore Central Otago Charitable Trust</p> <p>10 Jan 2022 Awaiting final signatures for steering group terms of reference document. , Staff are still approaching potential trustees for the Eden Hore Central Otago Charitable Trust</p> <p>14 Feb 2022 Next meeting for the steering group is scheduled for March 2022</p> <p>31 Mar 2022 The steering group continues to support the Eden Hore Central Otago programme.</p>

					<p>Appointment of EHCO trustees continues. 19 May 2022 No further update available. 21 Jun 2022 No further update available.</p>
26/01/2022	Alexandra Airport Masterplan	22.1.3	<p>That the Council</p> <p>B. Adopts the proposed Alexandra Airport Masterplan.</p> <p>C. That a business and financial strategy be developed to support the implementation of the Airport Masterplan.</p>	Property Officer	<p>03 Feb 2022 Action memo sent to report writer. 22 Feb 2022 Copy of adopted Masterplan will be uploaded to Council's website. Business and financial strategy planning has begun for the new hangar precinct budgeted in Year 2 of the LTP 2021-31. 05 Apr 2022 The Masterplan has been added to the CODC website. 19 May 2022 Masterplan included in Vincent Spatial Plan press release to inform public it has been adopted and is available on CODC website. Work progresses on planning for next stage of development and business plan. 20 Jun 2022 Business plan and concept plans for new hangar precinct are in progress.</p>
26/01/2022	CouncilMARK programme	22.1.9	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes the Mayor's report containing the feedback received from a selection of mayors on their involvement in the programme.</p> <p>C. Notes the November 2021 advice from staff remains unchanged regarding timing of participation in CouncilMARK insofar as it relates to the demand the wider reform programme is placing on the organisation.</p> <p>D. Directs the Chief Executive Officer to have a discussion on participation in this programme with the 2022-25 Council at the first meeting of 2023.</p>	Chief Advisor	<p>03 Feb 2022 Action memo sent to report writer. 23 Feb 2022 The CEO will engage with the 2022/2025 Council early in their term as per the agreed resolution. On hold until January 2023.</p>

9/03/2022	Appointments to External Bodies	22.2.12	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees that the delegations register is updated to remove the Alexandra District Museum Inc. from the list of external appointments.</p> <p>C. Work with the committees of Central Otago Wilding Conifer Control Group and the Maniototo Curling International to change its representative roles to liaison positions.</p>	Governance Manager	<p>15 Mar 2022 Action memo sent to report writer.</p> <p>05 Apr 2022 Currently working with the various groups to make the required changes.</p> <p>18 May 2022 Work continues on this.</p>
9/03/2022	Safer Speeds Bylaw	22.2.2	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Agrees that a bylaw is the most appropriate way of addressing the perceived problem, and the proposed bylaw is the most appropriate form and does not give rise to any implications under the Bill of Rights Act 1990.</p> <p>C. Approves the Statement of Proposal for the proposed Speed Limit Bylaw 2022 for public consultation.</p> <p>D. Appoints Crs Alley, Duncan and Paterson to hear submissions, if necessary.</p>	Senior Strategy Advisor	<p>15 Mar 2022 Consultation opened Saturday 12 March 2022.</p> <p>06 Apr 2022 Consultation closes 12/4/22 after which a hearing will be arranged (if required)</p> <p>19 May 2022 Hearing is scheduled for 7 June 2022, after which an update will be provided.</p> <p>20 Jun 2022 The hearing has taken place and changes are recommended by the panel. The item is on the agenda for Council on 6 July 2022.</p>
9/03/2022	Council's role in affordable housing: Policy direction	22.2.8	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes the updated information on progressive home ownership (secure homes) and urban design innovation (promoting different housing typologies)</p> <p>C. Notes that both the progressive home ownership (secure homes) and urban design innovation (promoting different housing typologies) models will likely promote affordable housing in Central Otago.</p>	Chief Advisor	<p>15 Mar 2022 Action memo sent to report writer.</p> <p>06 Apr 2022 Report coming to April Council meeting with recommendations for next steps.</p> <p>19 May 2022 The development of the housing policy is on hold until the outcome of the affordable housing survey is known, and Council has provided further direction. ON HOLD.</p>

			<p>D. Agrees that council led developments should consider including provision for different housing typologies using the urban design innovation model, subject to market conditions.</p> <p>E. Directs staff to produce a policy document that reflects this position.</p> <p>F. Directs staff to apply for external funding to further explore opportunities to deliver affordable housing (such as the progressive home ownership model – secure homes).</p> <p>G. Directs staff to work with sector partners in the region to build a full picture of the housing model for Central Otago and look for opportunities to collaborate to achieve better housing outcomes for the district.</p> <p>The motion was carried on a division 8:3</p> <p><u>In Favour:</u> Crs T Cadogan, N Gillespie, T Alley, S Calvert, I Cooney, S Duncan, S Jeffery and C Laws</p> <p><u>Against:</u> Crs N McKinlay, M McPherson and T Paterson</p> <p>CARRIED 8/3</p>		
9/03/2022	William Fraser Office Renovation Project (Stage Six)	22.2.9	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Approves additional funding of \$177,000 towards the William Fraser Office Renovation Project (stage six) to upgrade the main bathroom facilities. This additional funding is to be drawn from District Reserves.</p>	Property and Facilities Officer (Vincent and Teviot Valley)	<p>15 Mar 2022 Action memo sent to report writer and to Finance.</p> <p>06 Apr 2022 Designer progressing plans to building consent/tender stage.</p> <p>19 May 2022 Designer working with structural engineer to finalise plans.</p> <p>20 Jun 2022 The designer has completed their work. Awaiting structural engineers final plans.</p>

27/04/2022	Otago Museum's Draft Annual Plan 2022-2023	22.3.10	That the Council A. Receives the report and accepts the level of significance. B. Agrees to fund the proposed levy increase of three percent in 2022/23 for the Otago Museum (an additional \$1,025, which will increase the payment from \$31,502 to \$32,527). C. Notes that the existing budget accommodates \$630 of the increase and the remaining \$395 will be funded from operational savings within the activity's budget.	Community Development Advisor	05 May 2022 Action memo sent to the Community Development Advisor and to Finance. 18 May 2022 Approval noted. To be actioned upon receipt of a request for payment from Otago Museum. 20 Jun 2022 No further information at this stage. 21 Jun 2022 Invoice expected to be received from Otago Museum in July 2022. MATTER CLOSED.
27/04/2022	Central Otago District Council's Relationship with Aukaha	22.3.11	That the Council A. Receives the report and accepts the level of significance. B. Agrees to formalise its relationship with mana whenua through a partnership protocol agreement with Aukaha Ltd. C. Endorses the draft partnership protocol, as attached as appendix two to the report. D. Agrees to allocate \$70,000 towards the agreement in the 2022-23 financial year, with \$35,000 coming from existing budgets and \$35,000 included as new expenditure.	Community Development Advisor	05 May 2022 Action memo sent to the Community Development Advisor, the Chief Executive Officer and to Finance. 18 May 2022 A preliminary conversation has taken place with Aukaha to formalise the agreement and agree on the workplan for the 2022/23 financial year.
27/04/2022	Engaging with the community over the Central Otago Affordable Housing Trust's request for a gift of land to establish a 'secure homes' model	22.3.12	That the Council A. Receives the report and accepts the level of significance. B. Agrees on the engagement plan as amended to hear the views of the community about the request from the Central Otago Affordable Housing Trust for Council to gift land to enable the establishment of a 'secure homes' scheme.	Chief Advisor	05 May 2022 Action memo sent to the Chief Advisor. 19 May 2022 A survey is currently being conducted to seek the communities' view on whether Council should gift land to the Central Otago Affordable Housing Trust. The survey is open until 5 June 2022. 21 Jun 2022 A paper outlining the results of the survey will be presented at the 6 July Council meeting.
27/04/2022	Recommendation of Appointment of	22.3.14	That the Council A. Receives the report and accepts the level of	Emergency Manager - Central	05 May 2022 Action memo sent to the Emergency Manager - Central Otago.

	Local Civil Defence Controller.		significance. B. Recommends to the Otago Civil Defence Emergency Group Manager that Dylan Rushbrook (General Manager Tourism Central Otago) be appointed as a Local Civil Defence Controller (statutory position).	Otago	19 May 2022 The resolution will be signed off at the next CDEM Joint Committee meeting, scheduled for 30th June 2022. 20 Jun 2022 No further update available until after the 30 June CDEM Joint Committee meeting.
27/04/2022	Adoption of Central Otago Destination Management Plan	22.3.9	That the Council A. Receives the report and accepts the level of significance. B. Approves the Central Otago Destination Management Plan. C. Adopts the Central Otago Destination Management Plan.	General Manager Tourism Central Otago	05 May 2022 Action memo sent to the General Manager - Tourism Central Otago. 20 May 2022 Draft document being tidied up and signoff from Kai Tahu sought. Final version of the draft and subsequent summarized versions expected to be available end of June 2022. 20 Jun 2022 Finalising design for the document and the summarised version. Due for completion mid-July.
1/06/2022	Waka Kotahi Proposed Closure of Muttontown Road/State Highway 8 Intersection	22.4.10	That the Council A. Receives the report and accepts the level of significance. B. Approves to submit to Waka Kotahi supporting the proposal to close Mutton Town Road, but request a 'left turn in' option be investigated.	Infrastructure Manager	08 Jun 2022 Action memo sent to the Infrastructure Manager. 23 Jun 2022 A submission has been made to Waka Kotahi following the resolution from Council. MATTER CLOSED
1/06/2022	2021-24 NLTP Rooding Improvements Programme	22.4.11	That the Council A. Receives the report and accepts the level of significance. B. Approves the following unsubsidised improvement projects identified for the 2021-24 period: <input type="checkbox"/> \$400,000 for the Cornish Point Road seal extension C. Reconsider the remaining parts of the unsubsidised improvements programme for 2023/24 in June	Infrastructure Manager	08 Jun 2022 Action memo sent to the Infrastructure Manager and to Finance. 27 Jun 2022 Report to come back to Council with remaining budget for allocation February 2023. MATTER CLOSED

			2023.		
1/06/2022	2021-24 Bridge Strategy Proposal	22.4.12	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes that extent of high priority bridge work required, and replacements of existing bridges which are either closed, or at risk of closure will significantly exceed the budget available in the 2021-24 period.</p> <p>C. Agrees to the appointment of a dedicated project manager to manage all bridge investigation, customer liaison, physical works, work programme development, and strategy delivery.</p> <p>D. Approves funding the project management costs from the existing bridge structural renewals budget.</p> <p>E. Directs staff to investigate and report back at the July 2022 meeting on options and costs for a temporary bailey bridge to be installed at the location Mānīatoto Road/Taeiri River (Bridge 145), including opportunities for cost share with the adjacent affected landowner.</p> <p>F. Directs staff to report back to Council with a prioritised list of renewal work to be undertaken in 2022/23 from remaining budgets on 9 November 2022.</p> <p>G. Approves the engagement of specialist bridge engineering expertise to complete the remaining inspections, and prepare work methodologies for renewals, options for bridge replacements, and supporting cost estimates, to be completed by February 2023.</p> <p>H. Approves funding the specialist bridge engineer from the remaining bridge inspection budget and then from the bridge structural renewals budget.</p> <p>I. Approves the engagement of Fulton Hogan (as the incumbent roading physical works contractor) to provide early contractor involvement in the development of work methodologies and cost</p>	Infrastructure Manager	<p>08 Jun 2022 Action memo sent to the Infrastructure Manager.</p> <p>27 Jun 2022 1.Receives the report and accepts the level of significance. Matter closed.</p> <p>2.Notes that extent of high priority bridge work required, and replacements of existing bridges which are either closed, or at risk of closure will significantly exceed the budget available in the 2021-24 period. Matter closed.</p> <p>3.Agrees to the appointment of a dedicated project manager to manage all bridge investigation, customer liaison, physical works, work programme development, and strategy delivery. Project Manager appointed. Matter closed.</p> <p>4. Approves funding the project management costs from the existing bridge structural renewals budget. Matter closed.</p> <p>5. Directs staff to investigate and report back at the July 2022 meeting on options and costs for a temporary bailey bridge to be installed at the location Mānīatoto Road/Taeiri River (Bridge 145), including opportunities for cost share with the adjacent affected landowner. Report will be presented at July 2022 meeting. Matter closed.</p> <p>6. Directs staff to report back to Council with a prioritised list of renewal work to be undertaken in 2022/23 from remaining budgets on 9 November 2022. Report will be presented at 9 November 2022 meeting. Matter closed.</p>

			<p>estimates with the specialist bridge engineer.</p> <p>J. Directs staff to consider a range of options for replacement of bridges, including replacement with lower cost structures which provide different levels of service.</p> <p>K. Directs staff to consider a range of options for funding future bridge capital work, with associated rating implications.</p> <p>L. Agrees that no further bridge replacement be undertaken until a prioritised list of work, with implications of deferral for each structure is available for Council consideration in February 2023.</p>		<p>7. Approves the engagement of specialist bridge engineering expertise to complete the remaining inspections, and prepare work methodologies for renewals, options for bridge replacements, and supporting cost estimates, to be completed by February 2023. Specialists engineers engaged. Matter closed.</p> <p>8. Approves funding the specialist bridge engineer from the remaining bridge inspection budget and then from the bridge structural renewals budget. Matter closed.</p> <p>9. Approves the engagement of Fulton Hogan (as the incumbent roading physical works contractor) to provide early contractor involvement in the development of work methodologies and cost estimates with the specialist bridge engineer. Fulton Hogan will be engaged as required. Matter closed.</p> <p>10. Directs staff to consider a range of options for replacement of bridges, including replacement with lower cost structures which provide different levels of service. Matter closed.</p> <p>11. Directs staff to consider a range of options for funding future bridge capital work, with associated rating implications. Matter closed.</p> <p>12. Agrees that no further bridge replacement be undertaken until a prioritised list of work, with implications of deferral for each structure is available for Council consideration in February 2023.</p> <p>MATTER CLOSED</p>
1/06/2022	Updated 2022 Meeting Schedule	22.4.13	<p>That the Council</p> <p>A. Receives the report and accepts the level of</p>	Governance Manager	<p>08 Jun 2022</p> <p>Action memo sent to the Governance Manager.</p>

			significance. B. Adopts the updated 2022 meeting schedule.		20 June 2022 Schedule updated accordingly. MATTER CLOSED
1/06/2022	Community Grants Applications	22.4.2	That the Council A. Receives the report and accepts the level of significance. B. Allocates \$2,500 to the Alexandra and Districts Pipe Band Inc towards hall hire, from the 2021/22 grants budget. C. Agrees to fund a one-off adjustment to the Central Otago District Arts Trust and the Central Otago Heritage Trust of \$13,334 each (\$26,668 in total), to ensure existing levels of funding to both organisations until 1 November 2022. D. That the one-off adjustment to the Central Otago District Arts Trust and the Central Otago Heritage Trust is paid for by committing the remaining \$16,395 from the 2021/22 district wide grants budget to this purpose and \$10,273 to be paid for from the 2022/23 district wide grants budget. E. Allocates \$40,000 to the Central Otago Heritage Trust for programme coordination in the 2022/23 financial year. F. Allocates \$40,000 to the Central Otago District Arts Trust for operational costs in the 2022/23 financial year.	Community Development Advisor	20 Jun 2022 All grant recipients have been informed of Council's decision and purchase orders have been raised for the 21/22 expenditure. Purchase orders for the 2022/23 expenditure will be raised at the start of the new financial year.
1/06/2022	Earthquake Prone Buildings	22.4.3	That the Council A. Receives the report and accepts the level of significance. B. Approves the thoroughfares identified to have priority buildings that are potentially earthquake prone and directs staff to contact individual owners. C. Accepts there are no strategic routes within Central	Regulatory Services Manager	20 Jun 2022 Letter drafted and expected to be sent to building owners by 24th June 2022.

			Otago District.		
1/06/2022	Plan Change 19 - Residential Chapter Review and Re-Zoning	22.4.4	That the Council A. Receives the report and accepts the level of significance. B. Directs that Plan Change 19 be notified in accordance with Clause 5 of the first Schedule to the Resource Management Act 1991. C. Approves the release of the draft Medium Density Residential Guidelines for public consultation.	Principal Policy Planner	08 Jun 2022 Action memo sent to the Principal Policy Planner. 28 June 2022 Scheduled to be notified on 9 July 2022.
1/06/2022	Teviot Valley Spatial Plan - Approval of Project Plan	22.4.5	That the Council A. Receives the report and accepts the level of significance. B. Agrees to the development of the Teviot Valley Spatial Plan for the Teviot Valley.	Principal Policy Planner	08 Jun 2022 Action memo sent to the Principal Policy Planner. 28 June 2022 Project Plan approved. MATTER CLOSED
1/06/2022	Ripponvale Water Supply Scheme Deliberations	22.4.6	That the Council A. Receives the report and accepts the level of significance. B. Notes the consultation results and based on this that the members of the Ripponvale Water Upgrade Scheme (Appendix 4 of the report) be offered two payment options. C. Resolves to offer the 73 (or thereabouts) existing Ripponvale community ratepayers (former members of the Ripponvale water scheme – Appendix 4 of the report) an option to opt into a one-off payment for the scheme for the Ripponvale water scheme upgrade by way of a one-off capital contribution of \$4,726 including GST. This will be payable either by a single instalment due August 2022, or over four quarterly instalments during the 2022-23 rating year (August 2022, November 2022, February 2023, and May 2023); and	Executive Manager - Corporate Services	08 Jun 2022 Action memo sent to Finance 13 Jun 2022 The Ripponvale Water Upgrade Scheme Capital Funding Plan letter and information has been mailed out on 13 June 2022, to those Ripponvale residents affected by this plan. The following information has been published on the Council website;, o Ripponvale Water Upgrade Scheme - Capital Funding Plan o Clyde Wastewater Reticulation Scheme – Capital Funding Plan o Ripponvale Scheme Map CLOSED

			D. Resolves to set a ten-year targeted rate to the existing 73 (or thereabouts) Ripponvale ratepayers (former members of the Ripponvale water scheme – Appendix 4 of the report). This rate will be a fixed rate of \$602.57 including GST for each of the ten-years. The targeted ten-year rate is the default position of all existing Ripponvale community that do not elect to accept the opportunity to pay the \$4,726 during the 2022-23 rating year (as outlined in option C above).		
1/06/2022	Adoption of the 2022/23 Annual Plan and the 2022-23 Rates Resolution	22.4.7	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Acknowledges the submissions and deliberations process from the Ripponvale Water Supply Upgrade consultation process.</p> <p>C. Adopts the Ripponvale Water Upgrade Scheme Capital Funding Plan, in accordance with Section 117B(3) of Local Government (Rating) Act 2002, as detailed in Appendix 1 of the report.</p> <p>D. Resolves, as part of the Ripponvale Water Upgrade Scheme Capital Funding Plan, to offer the members of the Ripponvale Water Upgrade Scheme (Appendix 7 of the report) the opportunity to opt into a one-off capital contribution of \$4,726 (including GST), payable either in one instalment due August 2022, or over four equal instalments, due August 2022, November 2022, February 2023 and May 2023; and</p> <p>E. Resolves, as part of the Ripponvale Water Upgrade Scheme Capital Funding Plan, to set a ten-year targeted rate for the members of the Ripponvale Water Upgrade Scheme (Appendix 7), that do not accept the Council offer of a one-off capital contribution, as detailed in D above. This targeted rate will be a fixed annual charge of \$602.57 per year, per rateable property, for a ten-year period.</p>	Finance Manager	<p>08 Jun 2022 Action memo sent to Finance.</p> <p>13 Jun 2022 The Ripponvale Water Upgrade Scheme Capital Funding Plan letter and information has been mailed out on 13 June 2022, to those Ripponvale residents affected by this plan.</p> <p>The following information has been published on the Council website;</p> <ul style="list-style-type: none"> o Ripponvale Water Upgrade Scheme Capital Funding Plan o Clyde Wastewater Reticulation Scheme – Capital Funding Plan o Ripponvale Scheme Map o 2022-23 Annual Plan o 2022-23 Rates Policy o 2022-23 Fees and Charges o Liability Management Policy, <p>The 2022/23 rates will be struck in July 2022 and sent to the property owners by rates assessments and rates invoices. CLOSED</p>

			<p>The targeted ten-year rate is the default position of all existing Ripponvale community that do not elect to accept the opportunity to pay the \$4,726 during the 2022-23 rating year (as outlined in option D above).</p> <p>F. Adopts the Clyde Wastewater Reticulation Scheme – Capital Funding Plan, in accordance with Section 117B(3) of Local Government (Rating) Act 2002, as detailed in Appendix 2 of the report.</p> <p>G. Adopts the 2022-23 Annual Plan in accordance with Section 95 of the Local Government Act 2002, as detailed in Appendix 3 of the report.</p> <p>H. Sets the 2022-23 Fees and Charges as detailed in Appendix 4 of the report.</p> <p>I. Adopts the Liability Management Policy, as detailed in Appendix 5 of the report, and included in the Annual Plan.</p> <p>J. Requests the Chief Executive Officer to prepare the final 2022-23 Annual Plan for publication.</p> <p>K. Requests the Chief Executive Officer to formally advise the submitters of Council's decisions, addressing the individual items raised by submitters in their written submissions.</p> <p>It is Recommended, for the setting of rates, that the Council:</p> <p>L. Acknowledges that the rates, the subject of this report, relate to the financial year 1 July 2022 to 30 June 2023, and are all GST inclusive.</p> <p>M. Sets the rates for 2022-23, for the year commencing 1 July 2022, as detailed in Appendix 6 – Rating Policy, as included in the Annual Plan 2022-23 in accordance with section 23 of the Local Government (Rating) Act 2002.</p> <p>N. Resolves that the rates for 2022-23 (other than for metered water) be payable in four equal instalments on the dates as detailed below:</p>		
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			<ul style="list-style-type: none"> • 22 August 2022 • 21 November 2022 • 21 February 2023 • 22 May 2023 <p>O. Resolves to add penalties to unpaid rates (other than for metered water):</p> <ul style="list-style-type: none"> • 10% on any outstanding amount of any instalment not paid by the due date. • The penalty will be applied on 29 August 2022, 28 November 2022, 28 February 2023 and 29 May 2023 respectively for each instalment; • 10% on amounts outstanding from earlier years, such penalty being applied on 1 October and 1 April. • Requests for waiver of penalties should be sent, in writing, to the Rates Officer as per Council Remission of Penalties Policy. <p>P. Sets the due dates for metered water billing as follows:</p> <p>Bannockburn, Ranfurly, Naseby, Patearoa, Omakau, Clyde and Roxburgh:</p> <ul style="list-style-type: none"> • 20 October 2022, reading taken in September 2022 • 20 April 2023, reading taken in March 2023 <p>Cromwell and Pisa Moorings:</p> <ul style="list-style-type: none"> • 22 December 2022, reading taken in November 2022 • 22 June 2023, reading taken in May 2023 <p>Alexandra:</p> <ul style="list-style-type: none"> • 24 November 2022, reading taken in October 2022 • 25 May 2023, reading taken in April 2023 <p>Q. Resolves set penalties for 2022-23 under sections 57 and 58 of the Local Government (Rating) Act 2002 on unpaid metered water rates as follows:</p> <p><input type="checkbox"/> A charge of 10% on any metered water rates unpaid after the due date. The penalty will be applied on the date below for the respective instalments:</p> <p><i>Bannockburn, Ranfurly, Naseby, Patearoa, Omakau, Clyde and Roxburgh</i></p>		
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			<input type="checkbox"/> 27 October 2022 and 27 April 2023 <i>Cromwell and Pisa Moorings</i> <input type="checkbox"/> 20 January 2023 and 29 June 2023 <i>Alexandra</i> <input type="checkbox"/> 1 December 2022 and 1 June 2023 <input type="checkbox"/> Requests for waiver of penalties on water accounts should be sent, in writing, to the Water Billing Officer, in accordance with the Council's Remission of Penalties Policy.		
1/06/2022	Recommendation to Adopt the Otago Civil Defence Emergency Management Agreement	22.4.9	<p>That the Council</p> <p>A. Receives the report and accepts the level of significance.</p> <p>B. Notes that the proposed agreement has been endorsed by the Otago Civil Defence and Emergency Management Coordinating Executive Group.</p> <p>C. Endorses the proposed Otago Civil Defence and Emergency Management Partnership Agreement</p> <p>D. Agrees that the Mayor should sign the document on behalf of the Central Otago District Council.</p>	Emergency Manager - Central Otago	<p>08 Jun 2022 Action memo sent to Civil Defence.</p> <p>20 Jun 2022 Agreement is to be signed by Mayor Cadogan at the next CDEM Joint Committee meeting on 30 June 2022.</p>

8 COMMUNITY BOARD MINUTES

22.5.18 MINUTES OF THE VINCENT COMMUNITY BOARD MEETING HELD ON 13 JUNE 2022

Doc ID: 584208

Recommendations

That the unconfirmed Minutes of the Vincent Community Board Meeting held on 13 June 2022 be noted.

1. Attachments

Appendix 1 - Minutes of the Vincent Community Board Meeting held on 13 June 2022

**MINUTES OF A MEETING OF THE
VINCENT COMMUNITY BOARD
HELD IN THE NGĀ HAU E WHĀ, WILLIAM FRASER BUILDING, 1 DUNORLING STREET,
ALEXANDRA AND LIVE STREAMED VIA MICROSOFT TEAMS
ON MONDAY, 13 JUNE 2022 COMMENCING AT 2.01 PM**

PRESENT: Cr M McPherson (Chairperson), Dr R Browne, Cr L Claridge, Cr I Cooney,
Ms A Robinson

IN ATTENDANCE: T Cadogan (Mayor), S Jacobs (Chief Executive Officer), L Macdonald
(Executive Manager - Corporate Services), L van der Voort (Executive
Manager - Planning and Environment), S Righarts (Chief Advisor), G Bailey
(Parks and Recreation Manager), C Martin (Property and Facilities Officer –
Vincent and Teviot Valley), R Williams (Community Development Advisor),
D McKewen (Accountant), W McEnteer (Governance Manager) and J Harris
(Governance Support Officer)

1 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Claridge

That the apology received from Ms Stirling-Lindsay be accepted.

----- **CARRIED**

2 PUBLIC FORUM

Hugh McIntyre – IcelInline

Mr McIntyre spoke to the agenda item regarding a roof for the IcelInline facility in Alexandra. He then responded to questions.

Malcolm McPherson – Alexandra and Districts Museum Incorporated

Dr McPherson spoke in support of the grant application for Alexandra and Districts Incorporated before responding to questions.

Ken Churchill – Survey on the trees at the Half Mile

Mr Churchill spoke against the survey that was currently being conducted regarding the pines at the Half Mile. He then responded to questions.

3 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Cooney
Seconded: Browne

That the public minutes of the Vincent Community Board Meeting held on 3 May 2022 be confirmed as a true and correct record.

CARRIED

4 DECLARATION OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. Dr Browne noted that his membership of the Central Otago District Arts Trust was missing from the declarations of interest.

5 REPORTS

Note: With the permission of the meeting, items 22.4.12 and 22.4.3 were moved forward.

Note: In accordance with Standing Order 9.12, item 22.4.12 was added to the agenda as an item that could not be delayed until the next meeting.

22.4.12 VINCENT COMMUNITY BOARD EXTRAORDINARY VACANCY

To consider whether to fill the extraordinary vacancy created by the resignation of Russell Garbutt.

COMMITTEE RESOLUTION

Moved: Browne
Seconded: Robinson

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Agrees that the extraordinary vacancy for the Vincent Community Board will not be filled.

CARRIED

22.4.3 ICEINLINE ICE RINK ROOF FUNDING APPLICATION

To consider an application from IceinLine Central Incorporated for a funding grant towards the construction of a roof over their existing ice rink at Molyneux Park.

After discussion it was agreed that in order for IceinLine to apply for grants the Board should agree in principle. It was noted, however, that it would be subject to consultation as part of the 2023/24 Annual Plan.

COMMITTEE RESOLUTION

Moved: Claridge
Seconded: Browne

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Agrees in principle to fund IceinLine Central Incorporated's request for \$400,000 towards the construction of a roof over the existing ice rink at Molyneux Park, subject to consultation in the 2023/24 Annual Plan.

CARRIED

22.4.2 ALEXANDRA LIBRARY RENOVATION PROJECT

To consider the concept plan and recommend to Council that the additional budget required to proceed with the Alexandra Library Renovation Project is funded externally by the Three Waters Better Off Support Package.

COMMITTEE RESOLUTION

Moved: Cooney
Seconded: Browne

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Recommends to Council to approve the Alexandra Library Renovation Project concept plan on the condition that Council is successful in the application to cover the \$611,500 budget shortfall from the Three Waters Better Off Support Package.
- C. Recommends to Council that if the funding application to the Three Waters Better Off Support Package is not successful, the concept plan is not approved. Council staff to progress with a cosmetic upgrade budgeted for.

CARRIED

22.4.4 ALEXANDRA DISTRICT MUSEUM INC. 2022/23 GRANT APPLICATION

To consider a funding application from the Alexandra District Museum Incorporated.

After discussion it was agreed that the Alexandra and Districts Museum Incorporated should get the full amount they had applied for. It was also agreed that the money for the one-off adjustment should come from the general reserves.

COMMITTEE RESOLUTION

Moved: Claridge
Seconded: Browne

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Agrees to accept the grant application from the Alexandra District Museum Incorporated outside of the formal grant round funding, due to exceptional circumstances.
- C. Agrees to fund a one-off adjustment to the Alexandra District Museum Incorporated of \$26,667 to ensure existing levels of funding to the organisation until 1 November 2022.
- D. Agrees that the one-off adjustment to the Alexandra District Museum Incorporated is paid for from the Vincent Community Board general reserve fund (2111).
- E. Allocates \$82,000 to the Alexandra District Museum Incorporated for Central Stories Museum and Art Gallery annual operating costs in the 2022/23 financial year.

CARRIED

Note: Cr Claridge left the meeting at 2.58 pm.

22.4.5 VINCENT FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2022

To consider the financial performance overview as at 31 March 2022.

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Cooney

That the report be received.

CARRIED

Note: Cr Claridge returned to the meeting at 3.02 pm.

6 MAYOR'S REPORT**22.4.6 MAYOR'S REPORT**

His Worship the Mayor gave an apology to Mr Garbutt in regards to the recent Code of Conduct complaint. He also discussed his recent activities in the Vincent ward.

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Robinson

That the Vincent Community Board receives the report.

CARRIED

7 CHAIR'S REPORT

22.4.7 CHAIR'S REPORT

The Chair gave an update on activities and issues since the last meeting:

- Attended the June Council meeting and updated members on issues discussed at the meeting.
- Updated members on recent Hearings panel meetings.
- Noted the recent building projects in Alexandra.

COMMITTEE RESOLUTION

Moved: McPherson

Seconded: Cooney

That the report be received.

CARRIED

8 MEMBERS' REPORTS

22.4.8 MEMBERS' REPORTS

Members gave an update on activities and issues since the last meeting:

Dr Browne reported on the following:

- Attended a number of meetings, including the Creative Writing Circle, the Central Otago REAP board meeting and the meeting of the Alexandra and Districts Museums Incorporated.
- Attended the Groundswell meeting in Alexandra. Noted there was no comment about rural water schemes at the meeting.
- Attended a meeting with Ms Robinson and staff to discuss how community groups may be able to work together to cover administration tasks.
- Noted Aurora's scheduled outages and the current work that has been carried out.

Ms Robinson reported on the following:

- Attended a Vallance Cottage Working Group meeting and noted the Perspex panels that had been installed.
- Attended a meeting of Alexandra Community House.
- Noted the meeting with Dr Browne and staff regarding possible joint roles for the administration of community groups.
- Noted a recent visit of the Catchment Group to the Lindis River. The group had received money for removing problem Willow trees in the area.

Councillor Claridge reported on the following:

- Noted the recent burial of unknown gold miner.
- Attended the June Council meeting and updated members on some of the topics discussed.

Councillor Cooney reported on the following:

- Attended the Planning and Regulatory pre-agenda meeting for Council.
-

- Attended the June Council meeting.
- Noted an outbreak of Covid-19 at the Castlewood rest home.

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Claridge

That the report be received.

CARRIED

9 STATUS REPORTS

22.4.9 JUNE 2022 GOVERNANCE REPORT

To report on items of general interest, receive minutes and updates from key organisations and consider the status report updates.

Cr McPherson queried the status of the proposed hockey turf at Molyneux Park. It was noted that staff would follow up with the committee.

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Robinson

That the report be received.

CARRIED

10 DATE OF THE NEXT MEETING

The date of the next scheduled meeting is 26 July 2022.

Note: The Vincent Community Board wished to thank Russell Garbutt for his contribution to the Board over the past six years.

11 RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION

Moved: McPherson
Seconded: Cooney

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 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 for the passing of this resolution
Confidential Minutes of Ordinary Board Meeting	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.10 - Clyde Holiday Park Financial Report	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.11 - June 2022 Confidential Governance Report	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7

CARRIED

The public were excluded at 3.16 pm and the meeting closed at 3.26 pm.

22.5.19 MINUTES OF THE TEVIOT VALLEY COMMUNITY BOARD MEETING HELD ON 16 JUNE 2022

Doc ID: 585539

Recommendations

That the unconfirmed Minutes of the Teviot Valley Community Board Meeting held on 16 June 2022 be noted.

1. Attachments

Appendix 1 - Minutes of the Teviot Valley Community Board Meeting held on 16 June 2022

**MINUTES OF A MEETING OF THE TEVIOT VALLEY COMMUNITY BOARD
HELD IN THE ROXBURGH SERVICE CENTRE, 120 SCOTLAND STREET, ROXBURGH AND
LIVE STREAMED VIA MICROSOFT TEAMS
ON THURSDAY, 16 JUNE 2022 COMMENCING AT 2.00 PM**

PRESENT: Mr R Gunn (Chair), Ms S Feinerman (Deputy Chair), Mr N Dalley, Cr S Jeffery

IN ATTENDANCE: L van der Voort (Executive Manager - Planning and Environment), S Righarts (Chief Advisor), G Bailey (Parks and Recreation Manager), C Martin (Properties and Facilities Officer – Vincent and Teviot Valley), L Stronach (Team Leader – Statutory Property), N Aaron (Parks Officer – Strategy/Planning), P Penno (Community and Engagement Manager), K McCullough (Corporate Accountant), W McEnteer (Governance Manager) and J Harris (Governance Support Officer)

Note: The Chair referred to the death of Cliff Parker, former Teviot Valley Community Board member. The meeting stood for a moment's silence as a mark of respect.

1 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION

Moved: Jeffery

Seconded: Dalley

That the apology received from Ms Aitchison be accepted.

CARRIED

2 PUBLIC FORUM

Norman Marsh – Roxburgh and Millers Flat RSA

Mr Marsh spoke to their current lease review and a request from the RSA to waive rent on the RSA room at the Roxburgh Service Centre. He then responded to questions.

Richie McNeish – Roxburgh Golf Club

Mr McNeish spoke to the current rent review for the Roxburgh Golf Club that was before the Board at this meeting. He advocated the removal of rent as the club took care of weeds and pest control on what is a council reserve. He then responded to questions.

Prue Brensell – Roxburgh Golf Club

Ms Brensell spoke to a request before the Board for permission to allow overnight camping in the golf course carpark. She then responded to questions.

3 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Dalley

Seconded: Feinerman

That the public minutes of the Teviot Valley Community Board Meeting held on 5 May 2022 be confirmed as a true and correct record.

CARRIED

4 DECLARATION OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. There were no further declarations of interest.

5 REPORTS

22.4.2 ROXBURGH - MILLERS FLAT RETURNED AND SERVICES' ASSOCIATION INCORPORATED - LEASE RENEWAL

To consider granting a lease to the Roxburgh – Millers Flat Returned and Services' Association Incorporated.

After discussion it was agreed that the RSA should have free access to their room for the entirety of their lease and should not be subject to a rent review.

COMMITTEE RESOLUTION

Moved: Jeffery
Seconded: Gunn

That the Teviot Valley Community Board

- A. Receives the report and accepts the level of significance.

CARRIED

COMMITTEE RESOLUTION

Moved: Jeffery
Seconded: Gunn

- B. Agrees to grant a lease of approximately 49m², as outlined in the report, over the Roxburgh Service Centre, Lot 2 Deposited Plan 4309, to the Roxburgh – Millers Flat Returned and Services' Association Incorporated.

This lease is subject to the Community Leasing and Licensing Policy. The general terms and conditions are as follows:

Commencement Date:	14 August 2021.
Term:	Fifteen years.
Rights of Renewal:	One of fifteen years.
Final Expiry Date:	13 August 2051.
Annual Rent:	\$1 per annum (if collected).
Permitted Use:	RSA Meeting room.
Special Conditions:	The landlord reserves the right to terminate the agreement with six months' notice if it requires part or whole of the occupied area for other activities. The tenant reserves the right to terminate the agreement with six months' notice if they do not require part or whole of the occupied areas for the purposes of theatre storage. Should the Memorial Hall complex ever be removed or destroyed, the Council would not be liable for providing the RSA with new premises.

However, should the complex be rebuilt, provision will be made for an RSA room.

Should the RSA not continue to exist, then the Council (or its successor) will be advised of the RSA's nominated successor to use the room. The Association would have to identify the group to be its successor, and this group would be required to have direct links to the RSA (e.g. Women's Division of the RSA) rather than an unrelated group. The Council would require the successor to be identified by the RSA and meet the approval of the Roxburgh Community Board.

If there is no apparent successor for using the room will revert to the control of the Council.

CARRIED

22.4.3 ROXBURGH GOLF CLUB LEASE - RENT REVIEW

To consider the Roxburgh Golf Club Lease rent review and a request for additional land incorporated into the Lease.

After discussion it was agreed that the lease could not be finalised until the review of the Leasing and Licensing policy was completed.

COMMITTEE RESOLUTION

Moved: Gunn
Seconded: Jeffery

That the item is left on the table pending the finalisation of the Leasing and Licensing policy review

CARRIED

22.4.4 ROXBURGH GOLF CLUB CAMPING PROPOSAL

To consider a request from the Roxburgh Golf Club to allow paid camping at the Roxburgh Recreation Reserve carpark.

COMMITTEE RESOLUTION

Moved: Jeffery
Seconded: Dalley

That the Teviot Valley Community Board:

- A. Receives the report and accepts the level of significance.
 - B. Declines a request from the Roxburgh Golf Club to allow regular paid camping on the carpark used by the club.
-

CARRIED

22.4.5 NEW BANNERS FOR ROXBURGH'S MAIN STREET

To consider options for the development of new street banners for Roxburgh's main street.

COMMITTEE RESOLUTION

Moved: Feinerman
Seconded: Dalley

That the Teviot Valley Community Board

- A. Receives the report and accepts the level of significance.
- B. Directs staff to talk with community groups to discuss community grant options.
- C. Agrees in principle, subject to further work and support from Council staff, for community representatives to proceed with the design and manufacture of street banners for the main street of Roxburgh.
- D. Investigates increasing its annual funding allocation for street banner replacements through Council's annual and long-term planning process.

CARRIED

22.4.6 TEVIOT VALLEY FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2022

To consider the financial performance overview as at 31 March 2022.

COMMITTEE RESOLUTION

Moved: Jeffery
Seconded: Gunn

That the report be received.

CARRIED

6 MAYOR'S REPORT**22.4.7 MAYOR'S REPORT**

His Worship the Mayor was not present at this meeting.

7 CHAIR'S REPORT**22.4.8 CHAIR'S REPORT**

The Chair gave an update on activities and issues since the last meeting:

- Attended Medical Services Trust meetings.
 - Attended Teviot Valley Rest Home meeting.
 - Attended Swimming Pool meeting.
 - Attended Combined Community Board meeting with Teviot Prospects to discuss options for further community consultation for the Preliminary Social Impact assessment for the Lake Onslow project.
-

- Had a site visit to old Health camp with Neville Hills from Forest Management Ltd to discuss access and potential for firewood for the Community.
 - Attended several Zoom meetings with the Project Reference Group for the Lake Onslow project.
-

COMMITTEE RESOLUTION

Moved: Feinerman

Seconded: Jeffery

That the report be received.

CARRIED

8 MEMBERS' REPORTS

22.4.9 MEMBERS' REPORTS

Members gave an update on activities and issues since the last meeting:

Ms Feinerman gave an update on the following:

- Attended a meeting to discuss Teviot prospects.
- Attended a pool fundraising meeting
- Attended an interview of a candidate for the Teviot Valley Community Hub.
- Attended a Teviot Walkways meeting
- Attended a meeting of the Swimming Pool committee.
- Attended a meeting with the Board and Teviot Prospects regarding proposed work at Lake Onslow.
- Attended a Ministry of Primary Industries grant meeting.
- Attended a meeting with Bill Kaye-Blake regarding extra support for an Ministry of Primary Industries grant.

Cr Jeffery gave an update on the following:

- Has attended multiple meetings of the Medical Services Trust.
- Attended a meeting regarding aquatic weed control in Lake Dunstan.
- Attended a meeting of the Careers Progression Managers Governance group.
- Attended and spoke at Cliff Parker's funeral.
- Attended Central Otago Labour Market Governance Group meeting.
- Attended the June Council meeting.
- Attended the Audit and Risk meeting.

Mr Dalley gave an update on the following:

- Attended multiple meetings of the Teviot Valley Rest Home.
 - Met with Ngāi Tahu to discuss a retirement village that they have at the feasibility stage currently.
-

COMMITTEE RESOLUTION

Moved: Feinerman

Seconded: Gunn

That the report be received.

CARRIED

9 STATUS REPORTS

22.4.10 JUNE 2022 GOVERNANCE REPORT

To report on items of general interest, receive minutes and updates from key organisations and consider the legacy and current status report updates.

COMMITTEE RESOLUTION

Moved: Jeffery
Seconded: Feinerman

That the report be received.

CARRIED

10 DATE OF THE NEXT MEETING

The date of the next scheduled meeting is 28 July 2022.

11 RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION

Moved: Feinerman
Seconded: Jeffery

That the public be excluded from the following parts of the proceedings of this meeting.

1. The general subject matter 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 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 for the passing of this resolution
22.4.11 - Proposal to Mine Section 92 Block VIII Benger Survey District being the Millers Flat Green Waste Site. (PRO: 65-7023-00)	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7

2. That Simon Johnstone from Hawkswood Mining is permitted to remain at this meeting after the public has been excluded because of his knowledge of the mining proposal at Millers Flat.
-

CARRIED

The public were excluded at 4.20 pm and the meeting closed at 4.53 pm.

Unconfirmed

22.5.20 MINUTES OF THE MANIOTOTO COMMUNITY BOARD MEETING HELD ON 23 JUNE 2022

Doc ID: 585678

Recommendations

That the unconfirmed Minutes of the Maniototo Community Board Meeting held on 23 June 2022 be noted.

1. Attachments

Appendix 1 - Minutes of the Maniototo Community Board Meeting held on 23 June 2022

**MINUTES OF A MEETING OF THE MANIOTOTO COMMUNITY BOARD
HELD IN THE RANFURLY SERVICE CENTRE, 15 PERY STREET, RANFURLY AND LIVE
STREAMED ON MICROSOFT TEAMS
ON THURSDAY, 23 JUNE 2022 COMMENCING AT 2.01 PM**

PRESENT: Mr R Hazlett (Chair), Mr M Harris (Deputy Chair), Cr S Umbers, Mr S Duncan

IN ATTENDANCE: T Cadogan (Mayor), L Macdonald (Executive Manager - Corporate Services),
Q Penniall (Infrastructure Manager), W McEnteer (Governance Manager) and
J Harris (Governance Support Officer)

1 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION

Moved: Harris
Seconded: Duncan

That the apology received from Cr Helm be accepted.

CARRIED

2 CONDOLENCES

The Chair referred to the death of Merv Murray. Members stood for a moment's silence as a mark of respect.

3 PUBLIC FORUM

There was no public forum.

4 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Umbers
Seconded: Duncan

That the public minutes of the Maniototo Community Board Meeting held on 12 May 2022 be confirmed as a true and correct record.

CARRIED

5 DECLARATION OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. There were no further declarations of interest.

6 REPORTS**22.4.2 MĀNIATOTO FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2022**

To consider the financial performance overview as at 31 March 2022.

COMMITTEE RESOLUTION

Moved: Harris

Seconded: Umbers

That the report be received.

CARRIED

7 MAYOR'S REPORT**22.4.3 MAYOR'S REPORT**

His Worship the Mayor updated members on his current activities and issues of interest in the ward.

COMMITTEE RESOLUTION

Moved: Duncan

Seconded: Harris

That the Maniototo Community Board receives the report.

CARRIED

8 CHAIR'S REPORT**22.4.4 CHAIR'S REPORT**

The Chair gave an update on activities and issues since the last meeting:

- Attended a community meeting in Oturehua.
 - Attended a meeting with a walking group in Ranfurly regarding possible walking tracks in the area.
 - Noted discussions regarding the sundial on the Rail Trail.
 - Noted a number of people that had mentioned the recent spelling changes.
 - Enquired about the opening of the flying fox at Naseby.
 - Noted the recent bridge report at the June Council meeting and discussed several bridges in the Māniatoto and their state of repair.
-

COMMITTEE RESOLUTION

Moved: Hazlett
Seconded: Duncan

That the report be received.

CARRIED

9 MEMBERS' REPORTS**22.4.5 MEMBERS' REPORTS**

Members gave an update on activities and issues since the last meeting:

Ms Umbers reported on the following:

- Received Community feedback regarding the spelling of Māniatoto.
- Enquired about rubbish bin replacements for several people in Ranfurly. Staff advised that affected people could put in a service request for a new one.

Mr Harris reported on the following:

- Observed that there was a quietness now as the election period was about to get underway.

Cr Duncan reported on the following:

- Chaired the Speed Limit Bylaw hearing.
 - Attended the June Council meeting and noted that bridges were discussed.
 - Noted an informal meeting with Kelvin Davis on infrastructure developments in the region and employment.
 - Attended a Ranfurly Business Breakfast meeting.
 - Attended a Fire Brigade meeting.
-

COMMITTEE RESOLUTION

Moved: Umbers
Seconded: Harris

That the report be received.

CARRIED

10 STATUS REPORTS**22.4.6 JUNE 2022 GOVERNANCE REPORT**

To report on items of general interest, receive minutes and updates from key organisations and consider the legacy and current status report updates.

COMMITTEE RESOLUTION**Moved:** Duncan**Seconded:** Umbers

That the report be received.

CARRIED**11 DATE OF THE NEXT MEETING**

The date of the next scheduled meeting is 4 August 2022.

12 RESOLUTION TO EXCLUDE THE PUBLIC**COMMITTEE RESOLUTION****Moved:** Duncan**Seconded:** Harris

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 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 for the passing of this resolution
Confidential Minutes of Ordinary Board Meeting	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.7 - Lease of the Ranfurly Lucerne Paddocks - Preferred Proposal	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.4.8 - June 2022 Confidential Governance Report	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for

	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	withholding would exist under section 6 or section 7
--	--	--

CARRIED

The public were excluded at 3.17 pm and the meeting closed at 4.02 pm.

Unconfirmed

9 COMMITTEE MINUTES

22.5.21 MINUTES OF THE AUDIT AND RISK COMMITTEE MEETING HELD ON 3 JUNE 2022

Doc ID: 583814

Recommendations

That the unconfirmed Minutes of the Audit and Risk Committee Meeting held on 3 June 2022 be noted.

1. Attachments

Appendix 1 - Minutes of the Audit and Risk Committee Meeting held on 3 June 2022

**MINUTES OF CENTRAL OTAGO DISTRICT COUNCIL
AUDIT AND RISK COMMITTEE
HELD IN NGĀ HAU E WHĀ, WILLIAM FRASER BUILDING, 1 DUNORLING STREET,
ALEXANDRA AND LIVE STREAMED ON MICROSOFT TEAMS ON FRIDAY, 3 JUNE 2022 AT
9.32 AM**

PRESENT: Ms L Robertson (Chair), His Worship the Mayor T Cadogan, Cr S Jeffery

IN ATTENDANCE: S Jacobs (Chief Executive Officer), L Macdonald (Executive Manager - Corporate Services), Q Penniall (Infrastructure Manager), S Righarts (Chief Advisor), N McLeod (IS Manager), A Crosbie (Senior Policy Advisor), R Ennis (Health, Safety and Wellbeing Advisor) and W McEnteer (Governance Manager)

1 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION

Moved: Cadogan

Seconded: Jeffery

That the apologies received from Cr Gillespie and Cr McKinlay be accepted.

-----**CARRIED**

2 PUBLIC FORUM

There was no public forum

3 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Jeffery

Seconded: Robertson

That the public minutes of the Audit and Risk Committee Meeting held on 25 February 2022 be confirmed as a true and correct record.

-----**CARRIED**

4 DECLARATION OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. There were no further declarations of interest.

5 REPORTS

22.2.2 POLICY AND STRATEGY REGISTER

To consider the updated Policy and Strategy Register.

After discussion it was noted that the Procurement Policy and the Protected Disclosures (Whistleblower) Policy were scheduled to come to the next meeting or an update as to their progress.

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

22.2.3 AUDIT NZ AND INTERNAL AUDIT UPDATE

To consider an update on the status of the external and internal audit programme and any outstanding actions for completed internal and external audits.

It was noted that the Three Waters assets were being valued and that this should be updated at the next meeting.

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

22.2.4 FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2022

To consider the financial performance for the period ending 31 March 2022.

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

22.2.5 CYBER SECURITY, INFORMATION AND RECORDS MANAGEMENT, AND PRIVACY UPDATE

To consider an update on:

- Cyber Security Plan 2022-2025
- Information and Records Management Plan 2022-2025
- Privacy Plan

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

22.2.6 PRIVACY AND LGOIMA REQUESTS POLICIES

To note the Privacy Policy and Local Government Official Information and Meetings Act Request Policy are now finalised following incorporation of the recommended changes.

It was noted that privacy policies were being updated across all council websites to ensure consistency.

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

22.2.7 HEALTH, SAFETY AND WELLBEING REPORT

To provide an update on the health, safety and wellbeing performance at Central Otago District Council.

After discussion it was noted that elected members were not considered in the Risk Management Policy.

COMMITTEE RESOLUTION

Moved: Robertson

Seconded: Cadogan

That the report be received.

CARRIED

6 CHAIR'S REPORT**22.2.8 CHAIR'S REPORT**

The Chair had nothing to report.

7 MEMBERS' REPORTS**22.2.9 MEMBERS' REPORTS**

The members had nothing to report.

8 STATUS REPORTS**22.2.10 JUNE 2022 GOVERNANCE REPORT**

To report on items of general interest, consider the Audit and Risk Committee's forward work programme and the current status report updates.

COMMITTEE RESOLUTION

Moved: Cadogan
Seconded: Robertson

That the report be received.

CARRIED

9 DATE OF THE NEXT MEETING

The date of the next scheduled meeting is 30 September 2022.

10 RESOLUTION TO EXCLUDE THE PUBLIC**COMMITTEE RESOLUTION**

Moved: Robertson
Seconded: Cadogan

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 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 for the passing of this resolution

Confidential Minutes of Ordinary Committee Meeting	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest</p> <p>s7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7</p>
22.2.11 - Water Services Update on Compliance Status	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p>	<p>s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7</p>
22.2.12 - Strategic Risk Register	<p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7</p>
22.2.13 - Litigation Register	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for</p>

		withholding would exist under section 6 or section 7
22.2.14 - June 2022 Confidential Governance Report	<p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest</p> <p>s7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public</p>	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7

CARRIED

The public were excluded at 10.47 am and the meeting closed at 11.28 am.

10 DATE OF THE NEXT MEETING

The date of the next scheduled meeting is 24 August 2022.

11 RESOLUTION TO EXCLUDE THE PUBLIC

Recommendations

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 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 for the passing of this resolution
Confidential Minutes of Ordinary Council Meeting	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.22 - Proposal to dispose of Lot 1 DP 20932 (Bannockburn Oxidation Pond Site) (PRO: 62-3028-00)	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.23 - Proposal to dispose of Lots 3 - 5 DP 428116 (Mutton Town Road Oxidation Pond Site) (PRO: 63-4058-00)	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.24 - Proposal to Close the Millers Flat Greenwaste Site. (PRO: 65-7023-00)	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7

22.5.25 - July 2022 Confidential Governance Report	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.26 - Confidential Minutes of the Audit and Risk Committee Meeting held on 3 June 2022	<p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest</p> <p>s7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.27 - Confidential Minutes of the Vincent Community Board Meeting held on 13 June 2022	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
22.5.28 - Confidential Minutes of the Teviot Valley Community Board Meeting held on 16 June 2022	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for

	(including commercial and industrial negotiations)	withholding would exist under section 6 or section 7
22.5.29 - Confidential Minutes of the Maniototo Community Board Meeting held on 23 June 2022	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of 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 would exist under section 6 or section 7
