

# KAIKŌURA DISTRICT COUNCIL OPEN WORKSHOP SESSION

<b>Date:</b>	Wednesday 14 June 2023
<b>Time</b>	1.30pm – 4.30pm Open Workshop Session 4.30pm – 5.30pm Closed Workshop Session
<b>Location</b>	Totara, Council Chambers, Civic Building

## OPEN WORKSHOP AGENDA

**1. Karakia**

**2. Apologies**

**3. 1.30pm – 2.15pm Whale Trail Update**

Members of the Whale Trail trust will be providing an update on progress of the project. *No attachments*

**4. 2.15pm – 2:45pm Speed Management Plan & Parking Changes**

To run through KDC's Draft Speed Management Plan and seek direction on changing speed limits of council roads in the District. A full paper will be brought to the Council meeting in June for decision. *Draft papers attached.*

***2:45pm – 3.00pm Afternoon Tea Break***

**5. 3.00pm – 3:45pm Business Park Update**

The developers will be providing an update on the proposed business park. *No attachments.*

**6. 3.45pm – 4.00pm Spatial Plan Update**

To provide an update on the project following the hui with the Runanga and discuss the next steps. *No attachments.*

**7. 4.00pm – 4.30pm Representation Review Update**

To run through the Representation Review process and engagement with Electionz.com.

*Attachments: 2025 Local Government Representation Review and Election Timetable & Presentation*

\* Public are welcome to sit in and view the open workshop session from the public seats. This workshop will not be recorded but online attendance is available upon request to Becky Makin at [becky.makin@kaikoura.govt.nz](mailto:becky.makin@kaikoura.govt.nz)

## 8. 4:30pm – 5.30pm Public Excluded Workshop Session

The public be excluded from the following parts of the proceedings of the workshop, namely

- a) Wakatu Quay Update

The general subject matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1), 6 and 7 of the Local Government Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each to be considered	Reason for excluding the public	Grounds of the Act under which this resolution is made
Wakatu Quay Update (no attachments)	The project team will provide a brief update. The public are excluded for commercial sensitivity reasons	Section (7)(b)(ii) would be likely unreasonable to prejudice the commercial position of the person who supplied or who is subject of the information Section (7)(h) enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities Section (7)(i) enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

## 9. Close with a Karakia



KAIKŌURA  
DISTRICT COUNCIL

# Kaikoura District Council Draft Speed Management Plan



## Purpose

The purpose of Kaikōura District Council's Speed management plan is to use the information provided by Waka Kotahi's Speed Management Guide to create safe speed environments within Kaikōura. This document outlines the proposed speed limit changes during the years 2024 – 2027.

This proposal, once adopted by the Council and subject to public consultation will be submitted for certification by Waka Kotahi and subsequent inclusion in the National Speed Limit Register.

## Proposed Speed Principles

It is proposed to implement safer and more appropriate speed limits on the roads around schools, unsealed roads, and areas of new development, in particular:

- Lowering the speeds of the unsealed network to 80km per hour
- Lowering speeds in areas of new development – Ludstone Road, Fyffe Quay and Mt Fyffe South
- Lowering speed around essential services e.g. hospital – Deal St
- Lowering speeds around schools to 30 km/hr

All other areas of interest such as high traffic areas (West End) already have had their speed environments lowered. The only exception is Hapuku school which is off State Highway 1.

## Why Reduce Speed

Reducing speed limits around areas such as schools or on unsealed roads is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of pedestrians, they will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when accidents do happen. All these things are in alignment with the Government's road safety strategy.

### **Schools**

Setting safe speed limits around all schools improves actual and perceived safety to encourage and enable more active travel to and from school which is important for healthy communities. It also reduces the risk to tamariki and whānau of being killed or seriously injured while travelling to or from school.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires road controlling authorities to use reasonable efforts to have at least 40% of speed limit changes for roads outside schools completed by 30 June 2024, and the remainder must be completed by 31 December 2027, and these changes must be built into speed management plans.

Under the Rule schools must be grouped into one of two categories as follows:

Category 1, (the default) for which a speed limit outside the school is set at 30km/hr; or



Category 2, for which higher speed limits of 40, 50 or 60km/hr are permitted outside the school. Where these higher speed limits are used they would need a review after three years.

It is proposed that the schools in the Kaikōura District are categorised as shown below:

<b>School Name</b>	<b>Category</b>
<i>Hapuku School</i>	2
<i>Kaikoura High School</i>	1
<i>Kaikoura Primary School</i>	1
<i>Kaikoura Suburban School</i>	2
<i>St Joseph's School (Kaikoura)</i>	1

It is proposing that the Kaikoura Suburban School has variable speeds limits determined by school hours and that the Hapuku School which is on the state highway has a speed limit above 30 km/hr.

**Risk Profile for School Zones**

The risk of death and serious injury with crashes involving a vulnerable road user, is heavily dependent on the speed at which the vehicle is travelling at the time of the crash. This is illustrated in Figure 1.

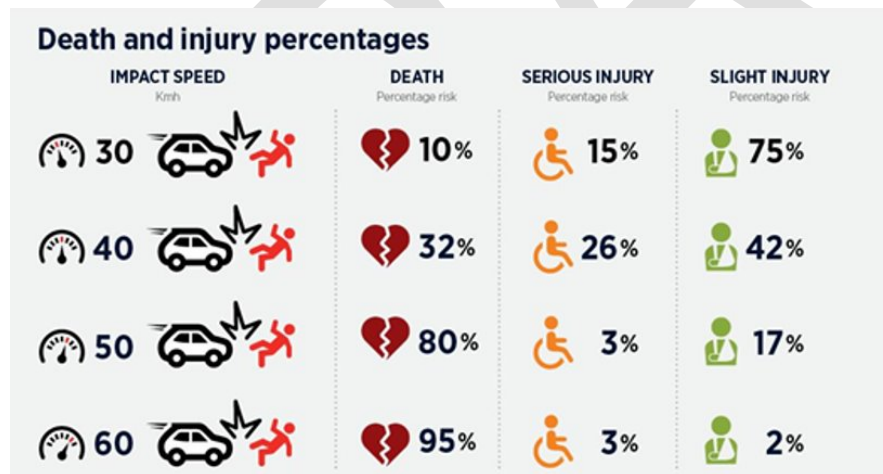


Figure 1. Showing death and injury percentages relative to impact speed for vulnerable road users. Figure based off data from Research Report AP-R560-18 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities.

**Unsealed Roads**

Kaikoura has 100 km of unsealed roads in the district, nearly all of which have a posted speed limit of 100km/hr. The actual operating speeds on most of these roads is however far below the posted speed limit. Reducing the posted speed limits to a more realistic level would therefore have extremely little effect on travel times but will help to make the roads



safer for users such as tourists who may not be familiar with the caution required when driving on unsealed roads.

### **Risk Profile for unsealed Roads**

The risk of death and serious injury between two vehicles is also dependent on the speed the vehicles are travelling at. This is shown in Figure 2.

- The chance of surviving a crash when driving 100 km/h is 10%.
- The chance of surviving a crash when driving 80 km/h is 75 %.

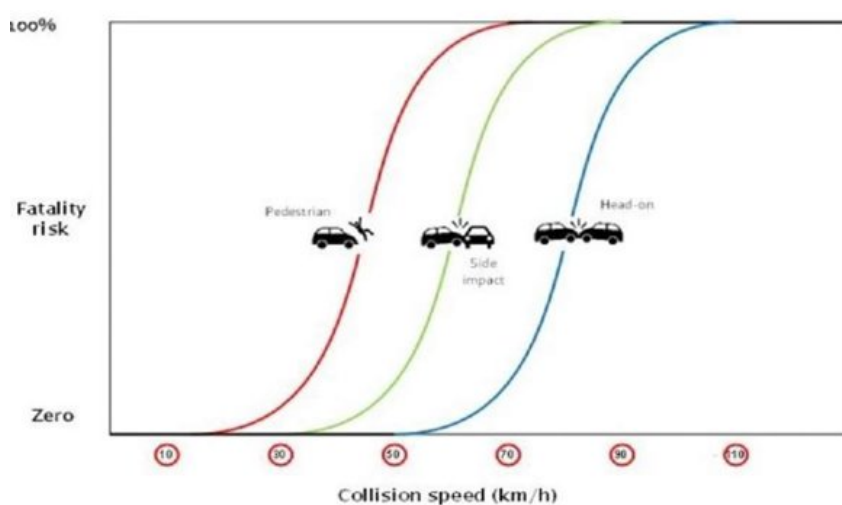


Figure 2 Showing fatality risk relative to impact speed for vulnerable road users and vehicle vs vehicle collisions. Figure based off data from Research Report AP-R560-18 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities.

### **Next Step**

If the proposed plan is agreed by council to proceed, then a formal speed management plan will be developed in conjunction with engagement and feedback from:

- NZ police
- Te Rūnanga o Kaikōura
- Community groups
- Council
- Waka Kotahi

Once approved the plan will be submitted to Waka Kotahi





## **Proposed speed limit changes**

The columns in the table on the next page are explained below

### **Posted Speed**

Existing speed limit

### **Free Flow speed**

*The Mean Operating Speed layer is calculated from data provided by TomTom ([www.tomtom.com](http://www.tomtom.com)). TomTom data is no longer solely sourced from TomTom navigation devices, but aggregated from millions of anonymous, consumer GPS devices including mobile phones. TomTom provides this real speed data information in a consistent format, and it can be pinpointed to 1km sections of road and 5-minute intervals, so is extremely accurate. NZTA have used this data for the last two years from 2021 to January 2023, based on 24 hours of data, to calculate the Mean Operating Speed. This is the standard timing used when capturing average speeds.*

*The Mean Operating Speed represents the average person driving on the corridor. Half of drivers on the corridor experience faster speeds than average for reasons such as good weather and lighter traffic volumes. Equally half of drivers will travel at a lower speed because of higher traffic volumes, poor weather, or a preference for travelling at lower speed.*

### **Safe and appropriate speed**

The safe and appropriate speed column was calculated by Waka Kotahi using traffic counts, road conditions and crash data.

### **KDC proposed – (green)**

This is the new speed limit proposed by considering all factors

*Note there are duplicate roads in the list as some roads are split into multiple carriageway sections.*



Road Name	Road Stereotype	Alignment	Posted Speed Limit	Mean Operating Speed	Safe and Appropriate Speed	KDC Proposed	KDC Comments
BLUE DUCK VALLEY ROAD	Unsealed	Winding	100	37	60	80	unsealed section
BLUE DUCK VALLEY ROAD	Unsealed	Tortuous	100	28	60	80	unsealed section
BLUE DUCK VALLEY ROAD	Unsealed	Tortuous	100	25	60	80	unsealed section
BLUNTS ROAD	Unsealed	Winding	100	32	60	80	unsealed section
BRUNEL ROAD	Unsealed	Straight	100	34	60	80	unsealed section
BRUNEL ROAD	Unsealed	Straight	100	100	60	80	unsealed section
BURRELLS LANE	Unsealed	Straight	100	39	60	80	unsealed section
CHAPMANS ROAD	Unsealed	Straight	100	34	60	80	unsealed section
CLARENCE VALLEY ROAD	Unsealed	Curved	100	17	60	80	unsealed section
CLARENCE VALLEY ROAD	Unsealed	Winding	100	19	60	80	unsealed section
DAIRY FARM ROAD	Unsealed	Tortuous	100	17	60	80	unsealed section
DEAL STREET	Two lane undivided	Straight	50	21	30	30	due to hospital old people
EAST LANE	Unsealed	Tortuous	100	17	60	80	unsealed section
ELLERTON VALHALLA ROAD	Unsealed	Winding	100	32	60	80	unsealed section
ELLERTON VALHALLA ROAD	Unsealed	Tortuous	100	31	60	80	unsealed section
FACTORY ROAD	Unsealed	Winding	100	34	60	80	unsealed section
FYFFE QUAY	Two lane undivided	Curved	50	41	60	30	link path way
GLENCREE ROAD	Unsealed	Winding	100	19	60	80	unsealed section
GRANGE ROAD	Unsealed	Tortuous	100	29	60	80	unsealed section
GREEN LANE	Unsealed	Straight	80	35	60	60	part of Ocean Ridge works IAF
KEKERENGU VALLEY ROAD	Unsealed	Tortuous	100	16	60	80	unsealed section
LOVERS LANE	Unsealed	Curved	100	34	60	80	possible cycle trail
LOVERS LANE	Unsealed	Straight	100	31	50	80	possible cycle trail
LOVERS LANE	Unsealed	Straight	50	33	50	80	unsealed section
LUDSTONE ROAD	Two lane undivided	Curved	80	66	80	60	Due to shared cycle way
MATARIKI ROAD	Unsealed	Winding	100	17	60	80	unsealed section
MOUNT FYFFE ROAD	Unsealed	Straight	100	100	60	80	unsealed section
MOUNT FYFFE ROAD SOUTH	Unsealed	Straight	100	37	60	30	Vickerage views development
POOLES ROAD	Unsealed	Straight	100	23	60	80	unsealed section
POSTMANS ROAD	Unsealed	Straight	100	32	60	80	unsealed section
PUHI PUHI ROAD	Unsealed	Tortuous	100	27	60	80	unsealed section
PUHI PUHI ROAD	Unsealed	Winding	100	36	60	80	unsealed section
PUHI PUHI ROAD	Unsealed	Winding	100	37	60	80	unsealed section
RED SWAMP ROAD	Unsealed	Straight	100	20	60	80	unsealed section
SCHOOLHOUSE ROAD	Unsealed	Straight	100	17	60	80	unsealed section
SCOTTS ROAD	Unsealed	Curved	100	16	60	80	unsealed section
SILVER SPRINGS ROAD	Unsealed	Winding	100	17	60	80	unsealed section
SKEVINGTONS ROAD	Unsealed	Straight	100	34	60	80	unsealed section
TAKAHANGA TERRACE	Two lane undivided	Straight	50	19	30	30	To match Deal St
TOPLINE ROAD	Unsealed	Winding	100	33	60	80	unsealed section
WAIPAPA ROAD	Unsealed	Winding	100	34	60	80	unsealed section
WAKATU QUAY	Unsealed	Straight	50	17	30	30	Due to development
WIFFINS ROAD	Unsealed	Winding	100	17	60	80	unsealed section



<b>Report to:</b>		
<b>Date:</b>		
<b>Subject:</b>	Killarney St. Parking and Sudima Bus Stop	
<b>Prepared by:</b>	James Prentice	
<b>Input sought from:</b>	Olga Joensuu / Dave Clibbery	
<b>Authorised by:</b>		

## 1. EXECUTIVE SUMMARY

Two changes are proposed to the configuration of parking areas in Kaikōura, as follows:

- (a) Install angle line marking down the length of Killarney Street to increase parking capacity.
- (b) Establish a bus stop zone in front of the Sudima Hotel's Yarmouth Street entrance, accompanied by "no parking" lines, to accommodate bus parking and facilitate left-hand turns onto the Esplanade by heavy vehicles.

These proposed initiatives will not only address the current parking challenges but also align with the objectives of promoting efficient traffic flow and ensuring the safety of all road users.

In accordance with the provisions of Council's Traffic and Parking Bylaw the approval of Council is sought for these changes.

## 2. RECOMMENDATION

**THAT** the Council:

- (a) Receives the report
- (b) Indicates its approval for the proposed line marking works outlined in section 4 of this report.

## 3. BACKGROUND

With the construction of the new Rugby Club rooms and the planned renewal of the Netball Courts it has been proposed to install angle line marking down the length of Killarney Street to increase the parking capacity of the area.

Additionally, the Sudima has requested the installation of a bus stop zone in front of their Yarmouth entrance, along with "no parking" lines. This proposal serves two purposes: to accommodate bus parking and to provide sufficient space for heavy vehicles making left hand turns onto Esplanade.

## 4. PROPOSED LINEMARKING PLAN

### Killarney Street Parking

The construction of the new rugby club rooms and the forthcoming renewal of the netball courts are exciting developments that will undoubtedly enhance our community's sporting facilities. However, it is crucial to address the potential parking constraints that may arise due to these developments. By installing angle line marking along the length of Killarney Street, we can optimize the available parking spaces, ensuring adequate parking provisions for visitors, players, and spectators. This measure will not only alleviate parking congestions but also enhance the overall convenience and accessibility of the area.

The proposed approach would involve installing angle parking lines and a centerline between the designated points indicated on the map below. This initiative is in accordance with the regulations outlined in the Kaikoura District Council Traffic and Parking Bylaw 2018 Part 1, section 8.



Figure 1. Area extent for angle parking

All marking will be compliant with NZTA traffic control devices manual ( TCD) manual – *Part 13 : Parking controls*. Below is an extract from the manual that will be used.

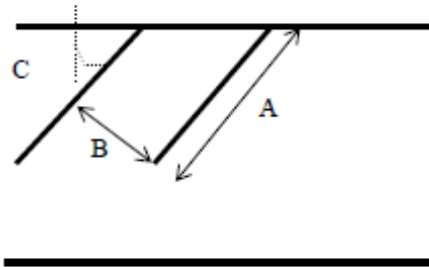
### 5.3.2 Angle parking

Angle parking is used where there is sufficient roadway width. It permits the accommodation of a larger number of parking spaces in comparison with parallel parking. The angle of the park can vary from 30° to 90° depending on the type of environment and width of roadway.



Angle parking bays with central Pay and Display machine

Table 5.3 Preferred parking space lengths for angle parking



Vehicle type	Space length (A) (m)				Space width (B) (m)			
Angle of park (C)	30°	45°	60°	90°	30°	45°	60°	90°
Standard vehicle (car/van) <sup>1</sup>	5.4	5.4	5.4	5.4	2.5	2.5	2.5	2.5
Disabled	5.4	5.4	5.4	5.4	3.0	3.0	3.0	3.0
Bus	Not applicable							
Truck (small rigid vehicle) <sup>2</sup> (SRV)	Not applicable							
Truck (medium rigid vehicle) <sup>2</sup> (MRV)	(see AS 2890.5:1993 where it states that 'if kerbside parking is required then parallel parking is the only practicable configuration')							
Truck (large rigid vehicle) <sup>2</sup> (LRV)								
Truck Articulated Vehicle <sup>2</sup> (TRV)								

<sup>1</sup> Using dimensions from the Medium Use Category in AS 2890.5:1993.

<sup>2</sup> Descriptions of vehicle type are taken from AS 2890.2:2002. Dimensions are taken from table 4.1 for service bays.

Figure 2. Screenshot from the NZTA traffic control devices manual (TCD) manual – Part 13 : Parking controls.

For this case, the total road width is 13.5 m. The table below provides a summary of the number of parking spaces and lane widths based on the different angles of the parking spaces. The number of parks includes both sides and considers driveways and entrances. KDC Road Engineering recommends 40-degree angle parks on both sides, that will leave 3.25m lane widths.

Type of Markings	No of Parks	Lane width (m)
*Parallel 6m spacing	42	4.25
Angle 30 degrees	54	3.95
Angle 40 degrees	60	3.25
Angle 45 degrees	68	2.95

\*The min spacing for parallel parking is 6m as per the NZTA traffic control devices manual (TCD) manual – Part 13 : Parking controls.

### Sudima Bus Stop

In addition to the parking concerns, Sudima has made a specific request for the installation of a bus stop zone in front of the Yarmouth entrance. This proposal aligns with Sudima's objective to facilitate bus parking while simultaneously addressing the issue of heavy vehicles maneuvering onto Esplanade. By designating a bus stop zone and implementing "no parking" lines in front of Sudima's entrance, we can effectively create a dedicated area for buses to park. Furthermore, this arrangement will allow sufficient space for heavy vehicles to safely make left hand turn onto Esplanade, minimising the potential for traffic disruptions and ensuring smooth traffic flow in the vicinity.

Install a Bus stop zone in front of the Sudima Hotel as per plan below. This will comply with the Kaikoura District Council Traffic and parking Bylaw 2018 Part 1 section 7.



*Figure 3. Location for the Sudima Hotel Bus Stop Zone*

All marking will be compliant with NZTA traffic control devices manual (TCD) manual – *Part 13 : Parking controls*. Below is an extract from the manual that will be used.

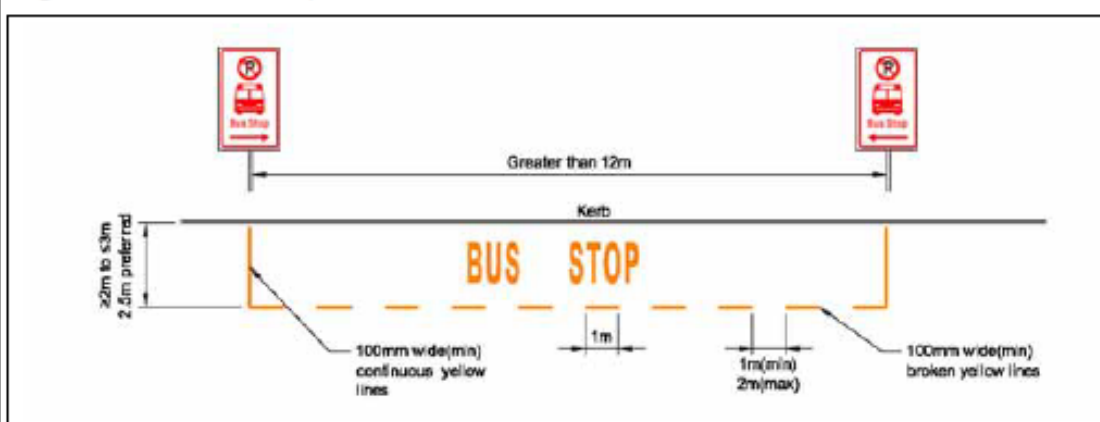
### Bus and coach stops

Where the road surface is suitable, bus stops should be marked on the section of road an RCA has authorised to be reserved for a bus stop. They can be either kerbside or indented bays. Bus stop bays must be marked if they extend more than 6 m on either side of a single Bus Stop sign. Bus bay lengths are generally 12 m for dingle unit and 19 m for articulated buses or coaches. Sufficient space should be allocated to the bus stop to allow a bus to pull into the kerb and out again from the space. A typical 12 m bus will require a 8 m lead-in to the stop and 5 m to pull out if parking or other restrictions are in place at either end of the bus stop.

Bus stop markings must be marked in yellow and be used in conjunction with those signs denoted in section 6.1. Additional 'BUS STOP' words may be used if required, depending on the length of the reserved area

As illustrated in figure 6.9, when a marked bus stop is greater than 12 m, two signs must be provided at either end. If the site is equal to or less than 12 m, a single sign in the middle is sufficient.

Figure 6.9 Marked bus stop



Bus boarders (where kerbs are extended so that the bus stops within the traffic lane rather than pulling into a bay) are used where buses face difficulties and delays trying to merge back into the traffic flow. Markings and signage are similar to those used at conventional bus stops.

Figure 4. Screenshot from the NZTA traffic control devices manual ( TCD) manual – Part 13 : Parking controls.

## 5. FINANCIAL IMPLICATIONS:

### Killarney Street Parking

All installation costs would be covered by the council. Approximate Cost: **\$ 5,500**.  
Cost can be allocated in the Traffic Services Renewal under Capital Projects.

### Sudima Bust Stop

All installation costs would be covered by the Sudima Hotel. Approximate Cost: **\$ 4,000**.

## 6. RELEVANT LEGISLATION & DELEGATED AUTHORITY

The ability to modify parking arrangements on local roads is a power delegated to local authorities under the Land Transport Act 1998. KDC has in turn made the Kaikōura District Council Traffic and

Parking Bylaw 2018 as a means of exercising this power, and the making of the changes proposed in this report are enabled under Sections 7 and 8 of that Bylaw.

## 7. COMMUNITY OUTCOMES SUPPORTED



### **Development**

We promote and support the development of our economy



### **Future**

We work with our community and our partners to create a better place for future generations

DRAFT



# 2025 Local Government Representation Review and Election Timetable

## Representation Review Key Dates

29 May 2023	Representation Review Forum
By 12 September 2023	Council resolution on electoral system (optional)
By 19 September 2023	Public notice of electoral system (mandatory – subject to previous poll mandate)
By 23 November 2023	Council resolution on Māori Representation (optional)
By 21 February 2024	Last date to receive poll demand on electoral system, or council resolution on poll for 2025
From 1 March 2024	Earliest date for council to resolve an initial rep review proposal
By 31 August 2024	Last date for council to resolve an initial rep review proposal
By 8 September 2024	public notice of initial proposal
By 8 October 2024	close of public submissions on initial proposal (not less than one month after public notice)
By 19 November 2024	after submissions heard, last date for public notice of final rep review proposal
By 20 December 2024	last date for close of public appeals on rep review proposal (one month after public notice)
By 15 January 2025	last date for rep review appeals and documents sent to LGC
By 10 April 2025	Last date for LGC determinations on representation reviews

## Election Timetable

October 2024	Taituarā Electoral Officer Training Forum
After 1 February 2025	Declaration of Electoral Officer and Deputy Electoral Officer, and Electoral Officials
1 March - 30 April	Ratepayer Roll Enrolment Confirmation Forms Sent to existing ratepayers
1 March - 3 July	Preparation of Ratepayer Roll
10 March (Monday)	EEC questionnaire sent to EOs
1 April - 31 May	National Public Notice of Ratepayer Roll Qualifications and Procedures
5 May (Monday)	EEC test data sent to EOs
By 30 May (Friday)	Candidate Information Booklets and key dates on council websites
By 30 June	Order of Candidate Names Resolution (optional)
1 July (Tuesday)	EEC Enrolment Update Campaign commences
7 July (Monday)	Check It Electoral Roll closes with Electoral Commission
8 July (Tuesday)	Receive Preliminary Electoral Rolls from EEC
8 July to 16 July (Tuesday to Wednesday)	Compile Preliminary Electoral Roll
9 July (Wednesday)	First public notice completed and booked with ad agency
14 July (Monday)	Nomination forms, Preliminary Rolls completed, and all documents dispatched to Councils
<b>16 July (Wednesday)</b>	<b>Public Notice of Election – Prelim Roll inspection, close of nominations and electoral roll (First Public Notice of Election)</b>
<b>18 July (Friday)</b>	<b>Nominations open/Roll Open for Inspection</b>
By 31 July (Thursday)	Appointment of JPs by Electoral Officers
<b>15 August (Friday)</b>	<b>Nominations Close (12 noon), Electoral Roll Closes</b>
<b>By 20 August (Wednesday)</b>	<b>Public Notice of Candidates, order of names, special voting places – on council websites (Second Public Notice of Election)</b>
By 22 August (Friday)	Receive final Electoral Roll from EEC
15 August to 5 September	Final Postal Sort Data to mail house, design and print voting papers, verify Candidate Profiles
By 31 August	Ratepayer Roll insert with rates notice
15 September (Monday)	EO certifies final roll – final rolls distributed by EO
By 19 September (Friday)	EEC letter sent to electors on Unpublished Roll
<b>19 September to 24 September</b> <b>19 September to 11 October</b>	<b>Delivery of Voting Documents Commences</b> <b>Voting Period - Progressive Roll Scrutiny, Progressive Processing, Special Voting Period</b>
<b>11 October 2025 (Saturday)</b>	<b>Election Day - Voting Closes at Noon</b> Progress Results available as soon as practicable after close of voting
11 – 16 October	Official Count – process special votes
<b>16 October (Thursday)</b>	<b>Official Result Declaration</b>
<b>16 October to 19 October</b>	<b>Public Notice of Official Declaration of Election Results – on council websites</b>
December 2025	EO Forum
Mid December 2025	Return of Election Expenses Forms

# Representation Review

## Timelines, Process & Decisions

# Representation Review - Key Points

- Local Electoral Act 2001 (LEA01) requires Council review representation requirements at least every 6 years
  - Number of Councillors to be elected
  - Are councillors elected by Wards or by District or a mixture
  - If by Wards – number, boundary, names and number of councillors that will represent
  - Whether to have community boards
- Electoral System Decision & Māori Representation
  - Establishment of Māori Seats – Mathematical formulae based on % of total population
  - Electoral System – FPP or STV
- Key Timings (next ~10 months)
  - September 12<sup>th</sup> & 19<sup>th</sup> – Council resolution on electoral system (O); Public notice of electoral system (M)
  - November 23<sup>rd</sup> – Council Resolution on Maori representation (O)
  - February 21<sup>st</sup> – Last date to receive poll demand on electoral system; or council resolution on poll for 2025
  - From March 1<sup>st</sup> – Earliest date to resolve an initial rep review proposal
- Resource Required
  - Staff
  - Electionz – Funding (TBC – not greater than \$28,000 over 2 years)
  - Community Engagement

# Representation Review – Timetable

## 2025 Local Government Representation Review and Election Timetable

### Representation Review Key Dates

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Immediate Focus Dates

# Representation Review – Electionz Support

Task	Electionz.com	KDC	Timeline	Estimate \$	Assumptions
<b>Pre-consultation engagement:</b>					
					2 visits
- 2018/2021 Representation Review		✓	Files from KDC to Electionz.com - during 2023		KDC provide information
- review 2018/2021 Representation Review	✓		January 2024		
- draft letters to neighbouring authorities	✓		drafted in January for KDC to send out 1 February, responses back by 8 March		
- draft information for article newsletter	✓		drafted in January for KDC to send out 1 February, responses back by 8 March		
- finalise article/newsletter and publish		✓	drafted in January for KDC to send out 1 February, responses back by 8 March		
- arrangements for meetings (if any)		✓	February		
- visit to meet with constituent authorities (if necessary)	✓	✓	late February		
- visit for public meetings/Hui (if any)	✓	✓	late February		
- collate responses/comments		✓	Early March	4,500-6,000	
<b>Council Workshop</b>					
					1 visit
- arrange workshop		✓	late February for mid March 2024		
- draft presentation of feedback	✓		Workshop mid March		
- draft presentation of options	✓		Workshop mid March		
- arrange workshop		✓	late March for mid April (if required)		
- draft presentation for initial proposal	✓		late March/early April		
- GIS mapping of initial proposal		✓	March/April/May (as required)		
- council to consider options and finalise initial proposals	✓	✓	Workshop mid April (if required)		
- draft final version of initial proposal	✓		April	4,500	
<b>Council Meeting</b>					
					1 visit
- Council decision on initial proposal		✓	early May		
- attendance at Council meeting (if required)	✓	✓	early May	2,200	
<b>Initial proposal</b>					
					1 visit
- advertise initial proposal and call for submissions		✓	June		2 days for public meetings
- visit for public meetings/Hui (if any)	✓	✓	late June		
- collate responses/submissions		✓	early July		up to 20-30 submissions
- summarise and analysis of submissions	✓		early July	4,500-7,000	
<b>Hearings (if any)</b>					
					1 visit
- arrange Hearings		✓	July		2 days for Hearings
- attend Hearings	✓	✓	late July		
- prepare draft report for Council consideration	✓		late July	2,000-3,500	
<b>Hearings determination</b>					
- review initial proposal and determine preferred option	✓	✓	1 August		
- prepare Final proposal	✓		early August		
- give public notice		✓	mid August		
If no submissions/Hearings - give public notice		✓	early July	2,500	
<b>Objections/Appeals</b>					
					up to 10-20 appeals/objections
- collate objections and appeals and forward to LGC	✓	✓	mid September	600	
No Objections/Appeals - give public notice		✓	19 September		
<b>LGC Hearings</b>					
					1 visit
- attend LGC Hearings (if any and required)	✓	✓	early 2025	1,500	1 day Hearing

2023/24

2024/25

# Representation Review - Discussion

- Status Quo vs Change?
  - Electoral System
  - Māori Seats
  - FPP or STV
- Funding?
- Iwi engagement