

## **Delegated Authorities proposal 12 Nov 2025**

Following Tuesdays introduction to the topic, I wish to put forth that some of the **Delegated Authorities** currently extended to staff be instead transferred to elected members for this term onwards. At many other Councils this is a commonly applied means of giving elected members more direct responsibility and accountability for some of the matters deemed 'operational', including many of which involve substantial financial expenditure. This is somewhat contrary to the TDC approach to Delegations outlined Tuesday gone which says:

- As an example, through the life of a project (approved through the LTP) operational decisions relating to that project are not brought to Council.

For infrastructure items at TDC, the only direct oversight elected members are granted to these is via the Annual Plan (AP) and Long Term Plan (LTP) processes which happen once a year in a compressed timeframe which does not allow for proper scrutiny. If we are going to attempt to keep rates down, then I believe this simply must start happening. At the moment TDC staff are often not required to present anything for elected member scrutiny in order to justify why a certain course of action is being taken.

**There is no other mechanism I am aware of to reliably enable this more active oversight.** I say that in its absence, elected members are effectively acting as consulted parties only to decisions made by Council staff.

These Delegations need to happen by specific reference, so for example in the Traffic and Parking realm I suggest we follow the Delegations used by Auckland Transport as per the bottom of this letter<sup>1</sup>. Reports do not have to be lengthy, and I also attach a minimalist example from Waitakere City (2008) for a new roundabout which includes costing and description of how the solution was arrived at. As a former staff member at Waitakere City I had to similarly seek approval of elected members for projects that I was responsible for, and provided I had all the information at hand (which should be the case anyway) these only take a few hours sometimes less to prepare.

In terms of infrastructure other than Traffic and Parking controls, I am open to suggestion but a financial threshold seems sensible. We could start with anything over \$200K.

Note that under the *Local Government Act*, elected members are required to be presented with all reasonable practicable options before making significant decisions, with oversight of Council finances as one of our direct responsibility. I contend that the AP & LTP processes are far too overwhelming for this to be able to properly happen, and that elected members (or committees with elected members in them) need to be given the appropriate **Delegated Authorities** to practically be able to carry out their role responsibly – as happens at every other Council I have worked in the past 30 years.

Thankyou,



Councillor Duncan Campbell  
Taupo District Council

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<sup>1</sup> Also refer the AT website: [Traffic and parking controls](#)

## Auckland Transport list of Delegations:

### **1.14 The list of traffic controls approved by a delegated officer**

#### **1.14.1 List of Traffic controls**

[Traffic islands \(raised or flush\)](#)  
[Road hump](#)  
[Pedestrian crossing \(zebra crossing\)](#)  
[School crossing point / Kea crossing](#)  
[School patrol](#)  
[Footpath](#)  
[Traffic signal \(mid-block pedestrian signal\)](#)  
[Traffic signal \(intersection\)](#)  
[Stop control / Give-Way control](#)  
[Roundabout controlled by \(Give Way, Traffic Signals, Metering Signals\)](#)  
[Flush Median](#)  
[Edge line](#)  
[Shoulder marking](#)  
[Keep Clear zone](#)  
[No Passing restriction](#)  
[Traffic lanes \(without arrows\)](#)  
[Variable lane control](#)  
[Slow vehicle bay](#)  
[Passing bay or lane](#)  
[Delineators](#)

### **1.10 The list of restrictions and controls resolved by the TCC**

#### **1.10.1 Resolutions for vehicle and road use**

[One-way road](#)  
[Prohibited left or right turn](#)  
[Bus left or right turn](#)  
[Prohibited U-turn](#)  
[Lanes with arrows](#)  
[Special vehicle lane – bus lane](#)  
[Special vehicle lane – bus lane only](#)  
[Special vehicle lane – cycle lane](#)  
[Special vehicle lane – transit lane](#)  
[Special vehicle lane – other lane \(specified vehicle\)](#)  
[Traffic control by size, nature of goods \(including heavy vehicles\)](#)  
[Shared path / Cycle path](#)  
[Shared zone](#)  
[No cruising area](#)  
[Light motor vehicle restriction](#)  
[Engine braking prohibition](#)  
[Unformed legal road restriction](#)  
[Variable speed limit \(School speed zone\)](#)  
[General and Urban speed limit](#)

#### **1.10.2 Resolutions for parking**

[Prohibition: No Stopping At All Times \(NSAAT\)](#)  
[Restriction on stopping, standing and parking](#)  
[Clearway](#)  
[Limitation on stopping, standing and parking](#)  
[Parking place \(building or transport station\)](#)  
[Angle parking](#)  
[Loading zone](#)  
[Pay and display](#)  
[Time restricted parking of any vehicles](#)  
[Pick-up/Drop-off parking](#)  
[Parking for specified class of motor vehicles displaying approved permits or liveries](#)  
[Bus parking](#)  
[Motorcycle parking only](#)  
[Parking for specified vehicles \(trailers, heavy vehicles / over dimension\)](#)  
[Bus stop](#)  
[Bus stop – five minutes maximum](#)  
[Bus stop – scheduled buses only](#)  
[Transport shelter \(bus shelter\)](#)  
[Taxi stand, shuttle stand, or taxi and shuttle stand](#)  
[Mobility parking](#)  
[Residents' exemption parking and other vehicle parking](#)  
[Residents only parking](#)