Far North District Council

Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Ordinary Council Meeting

Thursday, 1 June 2023

Time: **10:00 am**

Location: **Council Chambers**
Memorial Ave
Kaikohe

Membership:

Kahika - Mayor Moko Tepania - Chairperson
Kōwhai - Deputy Mayor Kelly Stratford
Cr Ann Court
Cr Felicity Foy
Cr Hilda Halkyard-Harawira
Cr Babe Kapa
Cr Penetaui Kleskovic
Cr Steve McNally
Cr Mate Radich
Cr Tāmati Rākena
Cr John Vujcich

Far North District Council
Ordinary Council Meeting
will be held in the Council Chambers, Memorial Ave, Kaikohe on:
Thursday 1 June 2023 at 10:00 am

Te Paeroa Mahi / Order of Business

1 Karakia Timatanga / Opening Prayer 5

2 Ngā Whakapāha Me Ngā Pānga Mema / Apologies and Declarations of Interest 5

3 Ngā Tono Kōrero / Deputations 5

4 Ngā Kōrero A Te Kahika / Mayoral Announcement 5

5 Te Whakaaetanga o Ngā Meneti o Mua / Confirmation of Previous Minutes 6

5.1 Confirmation of Previous Minutes 6

6 Ngā Pūrongo / Reports 16

6.1 Annual Plan Deliberations - 2023/24 16

6.2 District-Wide Rating For Water Supply And Wastewater Proposal Deliberations. ... 76

6.3 SH11 Shared Use Path from Paihia to Waitangi 251

6.4 New Lease to FENZ - 3985 State Highway 1, Northern Aupouri, Pukenui 257

6.5 New Lease to FENZ - 1089 Broadwood Road, Broadwood 263

6.6 New Lease to FENZ - 699 Rangiputa Road, Karikari Peninsula 271

6.7 New Lease to FENZ - 721 Taupo Bay Road 281

6.8 Kaitaia Saturday Market - Licence to Occupy 285

6.9 Adoption of Amended Class 4 Gaming and TAB Venue Policy 293

6.10 Speed Limit Review Kerikeri Bay of Islands (Author: Shawn Baker - Northland Transportation Alliance Contractor) 310

6.11 Alternative Options - Asset Management Systems 493

6.12 Kerikeri Water Source - Options Review 505

7 Ngā Pūrongo Taipitopito / Information Reports 526

7.1 Mayor and Councillor's Reports 526

7.2 Community Board Minutes - May 2023 576

7.3 Council Action Sheet Update June 2023 591

8 Te Wāhanga Tūmataiti / Public Excluded 613

8.1 Confirmation of Previous Minutes - Public Excluded 613

8.2 Approval for FNHL to borrow via LGFA 613

8.3 All of Government Electricity Providers 613

8.4 Rating Sale endorsement Te Hiku 614

8.5 Increase In Total Contract Value - FNDC Contract 7/22/159 – EW Slip - Fairburn Rd - (PW)) 614

8.6 Increase In Total Contract Value - FNDC Contract 7/22/100 - Raised Traffic Facilities 2021/24 (PW).....614

9 Karakia Whakamutunga / Closing Prayer 615

10 Te Kapinga Hui / Meeting Close 615

Attachments Distributed Electronically Due To Document Size

Item 6.3 SH11 Shared Use Path From Paihia To Waitangi
Attachment 2: Sh11 Paihia To Waitangi Shared Use Path Preliminary Design Report

Item 6.10 Speed Limit Review Kerikeri Bay Of Islands
Attachment C: Speed Limit Review Kerikeri Bay Of Islands - Kerikeri BOI Speed Technical Report

Item 6.11 Alternative Options - Asset Management Systems
Appendix *2: Far North District Council Service Review Report Final Draft V2.1*

Item 6.12 Kerikeri Water Source - Options Review
Appendix C: Rural Environment Economic Analysis
Attachment 3: Kerikeri Water Supply Strategy

1 KARAKIA TIMATANGA / OPENING PRAYER

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Team Leader Democracy Support (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 NGĀ TONO KŌRERO / DEPUTATIONS

- Linda Kaye – Kohukohu Residents
- Justin Blaikie – Sportsville Pool Presentation

4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENT

5 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

5.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: **A4195716**

Author: **Marlema Baker, Democracy Advisor**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

PURPOSE OF THE REPORT

The minutes are attached to allow Council to confirm that the minutes are a true and correct record of previous meetings.

RECOMMENDATION

That Council confirms the minutes of the Council meeting held virtually via Microsoft Teams on 4 May 2023 as a true and correct record.

1) BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) DISCUSSION AND OPTIONS

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

Reason for the recommendation

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meeting.

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

ATTACHMENTS

1. Council Minutes 4 May 2023 - A4195718

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
    a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
    b) Assess the options in terms of their advantages and disadvantages; and
    c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	Staff assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD VIRTUALLY VIA MICROSOFT TEAMS
ON THURSDAY, 4 MAY 2023 AT 10:04 AM

PRESENT: Kahika - Mayor Moko Tepania, Kōwhai - Deputy Mayor Kelly Stratford, Cr Ann Court, Cr Felicity Foy, Cr Hilda Halkyard-Harawira, Cr Babe Kapa, Cr Penetaui Kleskovic, Cr Steve McNally, Cr Mate Radich, Cr Tāmati Rākena

IN ATTENDANCE: Adele Gardner (Te Hiku Community Board Chairperson, Chicky (Kaikohe-Hokianga Community Board Chairperson, Belinda Ward (Bay of Islands-Whangaroa Community Board Chairperson), Calvin Thomas (NTA), Kawiti Waetford (Interpreter)

STAFF PRESENT: Joshna Panday (Democracy Advisor), Blair King (FNDC CEO), Briar Macken (Manager – Strategy & Policy), Elbie Serfontein (Customer Service Administrator), Glenn Rainham (SHEQ & Compliance Manager), Janice Smith (Group Manager-Corporate Services), Jill Coyle (Group Manager-People & Transformation), Kevin Johnson (Group Manager-Delivery & Operations), Llani Harding (Manager Te Hono), Maria Giacon (Executive Assistant to CEO), Marlema Baker (Democracy Advisor), Paul Newman (Intermediate Project Manager), Roger Ackers (Group Manager-Planning & policy), Ruben Garcia (Group Manager-Communication & Engagement), Taniora Herewini (Executive Assistant to the Mayor), Tanya Proctor (FNWA Asset & Planning), Zac Whitsitt (Policy Advisor)

1 KARAKIA TIMATANGA / OPENING PRAYER

Kahika/Mayor Moko Tepania commenced the meeting with a karakia.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

APOLOGY

RESOLUTION 2023/41

Moved: Kahika - Mayor Moko Tepania
Seconded: Cr Felicity Foy

That the apology received from Cr John Vujcich be accepted and leave of absence granted.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena

Against: Nil

CARRIED

3 NGĀ TONO KŌRERO / DEPUTATION

No deputations registered for this meeting.

4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

- Today is Ōhua which is a high energy day today.

- Northland has a heavy rain (orange) warning. Civil Defence Northland is keeping a close watch and Council has set up a specific webpage on Council website to keep the public notified.
- Water mains break in Kerikeri this morning that affected the water pressure across the central business district – hoping to get up to full pressure by the end of the day.
- Acknowledge the Northland Hospitality 2023 awards with the Restaurant Association New Zealand – Congratulations to the winner Sage restaurant in Russell.
- A moment of silence for the passing of former Mayor Sue James – flowers to be sent to the family.

5 CONFIRMATION OF PREVIOUS MINUTES

5.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 5.1 document number A4162787, pages 6 - 13 refers

RESOLUTION 2023/42

Moved: Kahika - Mayor Moko Tepania
Seconded: Cr Hilda Halkyard-Harawira

That Council confirms the minutes of the Council meeting held 6 April 2023 as a true and correct record.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena

Against: Nil

CARRIED

7.1 COMMUNITY BOARD MINUTES - APRIL 2023

Agenda item 7.1 document number A4177020, pages 202 - 220 refers

RESOLUTION 2023/43

Moved: Cr Mate Radich
Seconded: Cr Hilda Halkyard-Harawira

That Council note the following Community Board minutes:

a) 11 April 2023 - Te Hiku Community Board
b) 12 April 2023 - Kaikohe-Hokianga Community Board
c) 13 April 2023 - Bay of Islands-Whangaroa Community Board

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena

Against: Nil

CARRIED

6 REPORTS

6.1 TOURISM INFRASTRUCTURE FUND APPLICATIONS - ROUND 7 APRIL 2023

Agenda item 6.1 document number A4153236, pages 14 - 38 refers

MOTION

Moved: Cr Ann Court
Seconded: Kahika - Mayor Moko Tepania

That Council:

a) approve the application for funding ~~for funding~~ for Maitai Bay Seal Extension and funding of $ 600,000 for the FNDC local share to be incorporated into the 2023/24 Annual Plan.
b) approve the application for funding for Taipa Beachfront Remedial Works and $310,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan.
c) ~~approve the application for funding for Waipapa Campervan Dump Station and $125,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan.~~ Defer the application for funding for Waipapa Campervan dump station until TIF funding round 8 to enable further consultation with Te Puāwaitanga and iwi/hapu and that $125,000 be added to the capital works programme for 2024/25 in anticipation of an application for TIF round 8
d) approve the application for funding for Russell Boat Ramp Carpark Upgrade and $240,000 which is currently budgeted in FY23 for the FNDC local share.
e) approve the application for funding for Windsor Landing Boat Ramp Toilet and $65,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan.
f) approve the application for funding for Smart Bins – (Additional 10) and $ 50,000 which is currently budgeted in FY23 for the FNDC local share.
g) approve the application for funding for Boat Ramp Side Safety Guides and confirm the funding of $34,650 approved at Resolution 2022/17 for FY24 for the FNDC local share.
h) approve the application for funding for Smart Technologies Bundle (Nothing but Net) and $140,000 which is currently budgeted in FY2022/23 for the FNDC local share.
i) approve the application for funding for the Visitor Data Study (Nothing but Net) and up to $60,000 operational funding which is currently budgeted in FY2022/23 for the FNDC local share.
j) Approve the appointment of Northern Edge Limited to undertake project management for any successful bids.
k) delegate the District Engineer authorisation to sign the contracts with the Ministry of Business, Innovation and Employment for successful Round 7 applications.

AMENDMENT

Moved: Kōwhai - Deputy Mayor Kelly Stratford
Seconded: Cr Mate Radich

That Council:

a) defer Maitai Bay Seal Extension for TIF funding application until Council has re-prioritised the dust matrix

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Mate Radich and Tāmati Rākena

Against: Crs Ann Court and Steve McNally

Abstained: Cr Felicity Foy

CARRIED

The amendment has become a substantive motion

RESOLUTION 2023/44

Moved: Kahika - Mayor Moko Tepania
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Council:

a) defer Maitai Bay Seal Extension for TIF funding application until Council has re-prioritised the dust matrix
b) approve the application for funding for Taipa Beachfront Remedial Works and $310,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan.
c) defer the application for funding for Waipapa Campervan dump station until TIF funding round 8 to enable further consultation with Te Puāwaitanga and iwi/hapu and that $125,000 be added to the capital works programme for 2024/25 in anticipation of an application for TIF round 8
d) approve the application for funding for Russell Boat Ramp Carpark Upgrade and $240,000 which is currently budgeted in FY23 for the FNDC local share.
e) approve the application for funding for Windsor Landing Boat Ramp Toilet and $65,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan.
f) approve the application for funding for Smart Bins – (Additional 10) and $ 50,000 which is currently budgeted in FY23 for the FNDC local share.
g) approve the application for funding for Boat Ramp Side Safety Guides and confirm the funding of $34,650 approved at Resolution 2022/17 for FY24 for the FNDC local share.
h) approve the application for funding for Smart Technologies Bundle (Nothing but Net) and $140,000 which is currently budgeted in FY2022/23 for the FNDC local share.
i) approve the application for funding for the Visitor Data Study (Nothing but Net) and up to $60,000 operational funding which is currently budgeted in FY2022/23 for the FNDC local share.
j) Approve the appointment of Northern Edge Limited to undertake project management for any successful bids.
k) delegate the District Engineer authorisation to sign the contracts with the Ministry of Business, Innovation and Employment for successful Round 7 applications.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve McNally, Mate Radich and Tāmati Rākena.
Abstained: Cr Felicity Foy

CARRIED

6.3 REVIEW OF WASTE MANAGEMENT AND MINIMISATION PLAN 2017-2023

Agenda item 6.3 document number A4162375, pages 53 - 172 refers

RESOLUTION 2023/45

Moved: Cr Mate Radich
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Council:

a) agree, under section 50 of the Waste Minimisation Act 2008, the Waste Management and Minimisation Plan 2017-2023 has been reviewed.

b) approve, a new waste management and minimisation plan be developed under sections 43 and 44 of the Waste Minimisation Act 2008.

c) approve the development of a solid waste strategy.

In Favour:	Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve McNally, Mate Radich and Tāmati Rākena
Against:	Nil

CARRIED

At 11:18 am, Meeting adjourned
At 11:18 am, Cr Penetaui Kleskovic left the meeting.
At 11:42 am, Meeting resumed

6.2 CONTROL OF ANIMALS BYLAW

Agenda item 6.2 document number A4156698, pages 39 - 52 refers

RESOLUTION 2023/46

Moved: Cr Ann Court
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Council:

a) **approve, under section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing known and perceived animal problems in the Far North District.**

b) **approve, to develop a bylaw that addresses known and perceived problems regarding animals under the Local Government Act 2002 and the Health Act 1956.**

In Favour:	Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena
Against:	Nil

CARRIED

6.4 UPDATE OF COUNCIL DELEGATIONS UNDER LEGISLATION

Agenda item 6.4 document number A4171169, pages 173 - 201 refers

RESOLUTION 2023/47

Moved: Cr Felicity Foy
Seconded: Cr Hilda Halkyard-Harawira

That Council approve the instruments of delegation as attached:

a) **Resource Management Act 1991**
b) **Local Government (Rating) Act 2002**

In Favour:	Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena
Against:	Nil

CARRIED

7 INFORMATION REPORTS

7.2 MAYOR AND COUNCILLORS REPORTS

Agenda item 7.2 document number A4182263, pages 221 - 250 refers

RESOLUTION 2023/48

Moved: Kahika - Mayor Moko Tepania
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Council note the reports from Kahika-Mayor Moko Tepania, Kōwhai-Deputy Mayor Kelly Stratford and Councillors Ann Court, Babe Kapa, Hilda Halkyard-Harawira, John Vujcich, Steve McNally and Tāmati Rākena.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena
Against: Nil

CARRIED

7.3 COUNCIL ACTION SHEET UPDATE MAY 2023

Agenda item 7.3 document number A4150255, pages 251 - 269 refers

RESOLUTION 2023/49

Moved: Kōwhai - Deputy Mayor Kelly Stratford
Seconded: Cr Steve McNally

That Council receive the report Council Action Sheet Update April 2023.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena
Against: Nil

CARRIED

8 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION 2023/50

Moved: Kahika - Mayor Moko Tepania
Seconded: Cr Steve McNally

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
8.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons,	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting

	including that of deceased natural persons 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 s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
8.2 - Mangonui Waterfront development- boardwalk extension and Mill Bay Jetty	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
8.3 - Kerikeri Squash Courts - Variation to Contract over $1 Million	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
8.4 Interim Chief Executive Officer Appointment	s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	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

CONFIRMATION OF INFORMATION AND DECISIONS TO BE RELEASED IN PUBLIC

RESOLUTION 2023/51

Moved: Kahika - Mayor Moko Tepania
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Council confirms the decisions contained in the part of the meeting held with public excluded be restated in public meeting as follows:

8.2 Mangonui Waterfront development- boardwalk extension and Mill Bay Jetty subject to the redacting of the amounts.

8.3 Kerikeri Squash Courts - Variation to Contract over $REDACTED subject to the redacting of the amounts.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Steve McNally, Mate Radich and Tāmati Rākena

Against: Nil

CARRIED

9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Cr Tāmati Rākena closed the meeting with a karakia.

10 MEETING CLOSE

The meeting closed at 1:22 pm.

The minutes of this meeting will be confirmed at the Ordinary Council Meeting held on 1 June 2023.

.....

CHAIRPERSON

6 NGĀ PŪRONGO / REPORTS

6.1 ANNUAL PLAN DELIBERATIONS - 2023/24

File Number: **A4212105**

Author: **Angie Thomas, Team Leader - Accounting Services**

Authoriser: **Janice Smith, Acting Chief Executive**

PURPOSE OF THE REPORT

The purpose of this report is to provide background information and to present financial considerations to assist in decision-making for the 2023/24 Annual Plan.

EXECUTIVE SUMMARY

- The statutory purpose of the Annual Plan is to confirm differences from what was proposed in the corresponding year of the current Long-Term Plan 2021-2031.
- The Consultation Document putting proposals to the public was adopted on 21 March 2023.
- The purpose of this deliberations report is to provide the information required to enable Council to make final decisions to minimise the rates requirement for the 2023/24 financial year while contributing to the economic recovery of the district and ensuring minimal impact on levels of service.
- Each recommendation is referenced to the relevant section in the attached discussion document.

RECOMMENDATION

That Council:

1. Consultation items;

a) Partnering with the Turner Centre to better deliver arts and culture for the district

i) That Council accept the proposal to take over the ownership of the Turner Centre building.

ii) That additional operating budgets of $71K are included in the annual plan for the

a) Fixed cost grant

b) Maintenance of the external fabric of the building

iii) That Council repays the outstanding balance of the Westpac loan of circa $1.1M and ceases the guarantee and ongoing interest payments.

iv) That staff develop an operating agreement in conjunction with the Turner Centre Board

b) Enabling housing development on Māori Freehold Land

i) That Council adopt the policy R23/15 Enabling Housing Development on Māori Freehold Land as proposed.

ii) Staff establish clear application guidelines.

c) Amend Council rates remission policies to include R23/15

That Council approves amendment to current and future policies to include R23/15 Enabling housing development on Māori freehold land.

d) Other issues raised

That Council notes all other comments made in the submissions but makes no change to the Annual Plan 2023/24.

2. Adopt Fees and Charges

a. That Council amends the attached Schedule of Fees and Charges for 2023/24 to replace, cancel and amend partial fee types for Resource Consents, Building Consents, Compliance, and Cemeteries.
b. That Council adopts the Schedule of Fees and Charges for 2023/24.

3. Additional capital programme requests

a. That Council approves the additional capital programme funding of

	Item	2023/24	2024/25	2025/26
		$	$	$
1.	Kohukohu Hall	600,000	0	0
2.	Maritime Lighting Meters	50,000	0	0
4.	Opononi Boat Ramp Parking	500,000	1,500,000	400,000
5.	Taipa Point Stormwater	100,000	200,000	0
6.	Objects & Statues	80,000	0	0
7.	Stormwater reactive renewals	200,000	0	0
8.	348a SH12 Omapere Stormwater	500,000	0	0
9.	Sommerville Ave Kaitaia	300,000	0	0
10.	Drainage Districts Resource consents	500,000	0	0
11.	Kerikeri Hone Heke Stage 2	250,000	0	0
12.	Russell WW Treatment Plant	350,000	0	0
13.	Wastewater reactive H&S	400,000	0	0
14.	Water reactive H&S	200,000	0	0

b. An additional $50k operational budget is required for professional fees to progress the stormwater resource consents capital project for the Te Hiku drainage district.

c. That Council approves to amend the 2023/24 capital programme with the projects totalling $19.7M that have been rescheduled from 2022/23.

d. The total capital programme for 2023/24 is $106.9M which excludes the additional requests.

4. Rate increases and debt ceiling
a. That Council notes the rate increases and debt ceiling benchmarks in the next 3 years from 2023/24 to 2025/26.

5. Other issues
a. That Council approves the reinstatement of $100k for Placemaking for the Te Hiku Community Board.
b. That Council approves the role of Coordinator to Te Kuaka Committee of $87k and includes this sum in the operational budgets.

1) BACKGROUND

This is the second annual plan process carried out for the 2021-31 Long Term Plan.

A number of workshops were held to review both operational and capital expenditure. Staff have taken a further look to provide further analysis on the capital programme for the 2022/23 and outer years which has resulted in a now proposed 7.75% rate increase.

The purpose of this deliberations report is to provide the information required to enable Council to make final decisions to set the rates requirement for the 2023/24 financial year while considering minimal impact on levels of service.

Annual Plan process

The statutory purpose of the Annual Plan is to confirm differences from what was proposed in the corresponding year of the current Long-Term Plan 2021-2031.

Community consultation/engagement is required only on those changes that are considered 'significant'. Typically, submitters will also provide feedback on other topics not discussed in the Consultation Document. Such feedback is recorded, analysed and considered alongside feedback on the specific proposals.

As highlighted in the Consultation Document 2023/24, the Council has focused on delivering the key infrastructure and services, but this has come with a number of challenges including Cyclone Gabrielle and other weather events, this has compounded with the highest level of inflation imposing significant extra costs nationally.

The Consultation Document putting proposals to the public was adopted on 21 March 2023. Also consulted on at the same time were proposed fees and charges for 2023/24. Consultation of the two items in tandem is the usual process for the Annual Plan and fees and charges.

Council plans to adopt the final Annual Plan on 29 June 2023 at an ordinary Council meeting.

Consultation

Consultation was carried out from 24 March 2023 until 24 April 2023 on proposals to:

- Partnering with the Turner Centre to better deliver arts and culture for the district

I support this proposal	I don't this support proposal	I'm not sure	N/a
623	50	12	5

- Enabling housing development on Māori Freehold Land (policy)

I support the conditions in the draft policy	I do not support the conditions in the draft policy	I'm not sure	N/a
270	60	220	140

692 submissions provided feedback on both consulted and non-consulted topics. 18 submitters asked to speak at verbal submissions held both in person and digitally on 17 May 2023.

There were a large number of submissions received in support of the Turner Centre proposal as the consultation document was shared amongst user groups and other organisations that support or use the Centre. These submitters did not necessarily respond to the second proposal leaving an unsure or n/a response. The overall general comments the majority related to the increase in rates (13 comments) as well as comments relating to activities (7), planning/regulatory/governance (6), wellbeing (2), spending, fees (3), other (3).

2) DISCUSSION AND OPTIONS

1.a Partnering with the Turners Centre to better deliver arts and culture

The general consensus from the submissions received is the value that communities across the district place on the Turner Centre seeing it not only as a hub for arts and culture but the importance for ongoing development in that space. Acknowledging that the current operations have been under

immense economic pressure due to COVID-19, economic downturn and now continuing economic pressures for the near future.

Total operating costs budgeted for 2023/24 $71k which includes $45k grant.

The balance of the loan is $1.1M circa.

Option 1 Adopt the Partnering with the Turner Centre to better deliver arts and culture for the district proposal

Allows the Centre to continue to function and develop opportunities within the arts and culture sector across the district. A management agreement with the Turner Centre Board will need to developed in consultation with the Turner Centre Board and be presented to Council for discussion prior to adoption.

Option 2 Do not adopt the Partnering with the Turner Centre to better deliver arts and culture for the district proposal.

Unless there was alternative financial support, the Centre would probably have to cease operations. Reducing the options for people and communities within this space. There would also be an economic impact throughout the tourism and hospitality industry as some events would have utilised accommodation providers throughout the district.

1.b Enabling housing development on Māori Freehold Land (policy)

Option 1 Adopt the policy with proposed conditions and criteria

For 2023/24 Council proposes a new rating policy to enable housing development on Māori Freehold Land through the remission of rates. Council has Policy R23/13 – Incentivising Māori Economic Development this policy will sit alongside to better assist Māori in both areas of development and provide housing opportunities on Māori Freehold Land. This is a requirement under section 114A of the Local Government Rating Act and this policy needs to be in place by 1 July 2024.

Option 2 Amends the conditions in the draft policy

While the council is required to have this policy, changes can be made to the policy to best fit.

The term could be reduced to a sliding scale of 1 to 5 years:

Year 1 – 100% remitted
Year 2 – 75% remitted
Year 3 – 50% remitted
Year 4 – 25% remitted
Year 5 – 0% remitted

2. ADOPT FEES AND CHARGES

As part of preparations for the LTP 2024-34, fees and charges are being thoroughly reviewed by staff to ensure the following:

- Fees are being applied correctly and consistently.
- Fees meet the pre-requisite requirement of being cost recovery (where applicable)
- Resource consent fees have been reviewed and recalculated to address past inconsistencies and bring those fees to where practical and reasonable cost recovery.
- This is an ongoing process, aligning with the LTP process and all fees are reviewed annually.

There were three direct submissions received though the Special Consultative Process (LGA 2002, Section 83) that ran at the same time as the Annual Plan consultation process.

- Submitter No. 1 in total support of the proposed fees changes as outlined in the Schedule, except for correcting the clerical error of 2022/23 to increase the fee for oversize double depth internments.
- Submitter No. 2 objection to all fee increases, commenting that services were not equitable across the district.

- Submitter No. 3 supported in part the changes in resource consents and objected to all other proposals.

Three comments were also received through the Annual Plan submissions. Two supporting the proposed changes - one in general and would like to see the reintroduction of developer contributions, one specifically supporting the hourly fees for resource consents, however suggested that building consents be a fixed fee. There were two objections specifically resource consent fees, one to the calculation of resource consent fees and the other to the increase of fees.

Option 1 Adopt fees and charges 2023/24
There are no reasons for the Council not to proceed to adopt the proposed Fees and Charges for the forthcoming year.

Option 2 Don't adopt the proposed Fees and Charges Schedule 2023/24
If the proposed Fees and Charges Schedule 2023/24 are not adopted, then fees and charges will remain for the next year or until Council determines a suitable timeframe, noting that if there were any increases in the resource consents area, we would be required to carry out a Special Consultative Process again, allowing time for consultation, verbal submissions, and deliberations to take place.

Any additional shortfall in fees as budgeted would then be required from the general rate to cover any area where cost recovery was not able to be met.

3. ADDITIONAL CAPITAL PROGRAMME REQUESTS

Throughout the Annual Plan process staff have completed an extensive review on the current and future years of the capital programme.

Additional new capital projects have been requested by staff to be included in the Annual Plan 2023/24:

		Additional LOS request			
Cost centre	**Project name**	**2023-24**	**2024-25**	**2025-26**	**Justification /comment**
Halls	Kohukohu Hall Renewals	600,000	-	-	Renewal project commenced FY23 requires additional funding to complete
Maritime	Maritime, lighting meters	50,000	-	-	New project - metering of all DF lighting and power supplies which draw power from street lighting required to ensure power cost is at correct rate and sustainment costs are reduced. Without metering a 3 monthly audit is required at an average cost of $3k per audit per location.
	Opononi Maritime Boat Trailer Park	500,000	1,500,000	400,000	New project - identified to address known safety risks and facility restrictions
Parks & Reserves	Taipa Point Reserve	100,000	200,000	-	Linked to Roading project

	Stormwater mitigation				
	Objects & Statues	80,000			Various Objects and statues require renewal as identified in condition assessment programme
Stormwater	Stormwater Reactive Renewals (LOS funds required to increase budget available)	200,000			Continued budgetary provision required to meet urgent unplanned works
	348a SH12 Omapere Stormwater	500,000			Additional budget required to undertake work agreed to via a signed discharge agreement with property owner
	Sommerville Ave Kaitaia	300,000			Agreed contribution to Roading project being delivered in FY24
	Drainage Districts Resource Consents - Te Hiku	500,000			Additional $50k professional fees budget will be required to support this project
	Kerikeri Stormwater Network Improvements Stage 2, 7 Hone Heke	250,000			RFS4110914 refers - Council committed to stage II works
Wastewater	Russell WWTP	350,000			Work required to address existing abatement notice
	Reactive Health & Safety - District Wide	400,000			To address known H&S needs
Water	Reactive Health & Safety - District Wide	200,000			To address known H&S needs
		4,030,000	**1,700,000**	**400,000**	

Option 1 Include all new capital programme requests
That all new capital programme requests are accepted as there are no rating impacts in the 2023/24 year of the Annual Plan but will impact in the future years once completed. These will be all loan funded.

If the stormwater resource consent capital project for the Te Hiku drainage district is approved, the additional $50k operational budget will need to be considered to support this project. This will be for professional fees and will have a rating impact.

Option 2 Partially or exclude all capital programme requests
That only a select group of projects be included in the Annual Plan 2023/24 or exclude all of the additional requests and will be reviewed during the Long-Term Plan (LTP) 2024-34 process.

If the stormwater resource consent capital project for the Te Hiku drainage district is approved, the additional $50k operational budget will need to be considered to support this project. This will be for professional fees and will have a rating impact.

4. RATE INCREASES AND DEBT CEILING

Disclosure requirements as per The Financial Reporting and Prudence Regulations 2014 alongside the Financial Strategy ensures we are prudently managing revenues, expenses, assets, liabilities and general financial dealings.

Rates (increase) affordability

This benchmark compares planned rates with quantified limit on rates contained in the Financial Strategy of the Long Term Plan (LTP) 2021-31.

The quantified limit is that the rates increase should not exceed LGCI plus 3.5%. This is indicating that the limit is nearing for 2023/24 and exceed in 2024/25.

	2023/24	2024/25	2025/26
Quantified limit on rates increase	7.80%	6.90%	6.40%
Proposed increase within limit	7.75%	11.11%	4.71%

Debt Affordability (external debt)

This benchmark compares debt planned debt with a quantified limit on borrowing contained in the Financial Strategy. The quantified limit is that net debt be no higher than 175% of total revenue excluding capital subsidies.

This is indicating the limit in 2025/26 will be exceeded.

	2023/24	2024/25	2025/26
Limit	255,746	274,609	285,379
Borrowing	182,779	235,613	306,658
	71.5%	86%	107%

5. OTHER ISSUES

Te Hiku Community Board has requested the reinstatement of $100k for Placemaking. This was removed in error during the process and has been committed for Master Planning.

The establishment of the Te Kuaka Committee has identified a number of legacy issues that are being worked on and the administrative workload that has eventuated is more than can be coped with. The Committee are requesting a co-ordination role of $87k similar to the Community Board Co-ordinator roles that support those boards.

These will incur a combined additional 0.187% on rates.

Reason for the recommendation

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The decisions made at this meeting will determine the financial implications and rates for the 2023/24 financial year.

ATTACHMENTS

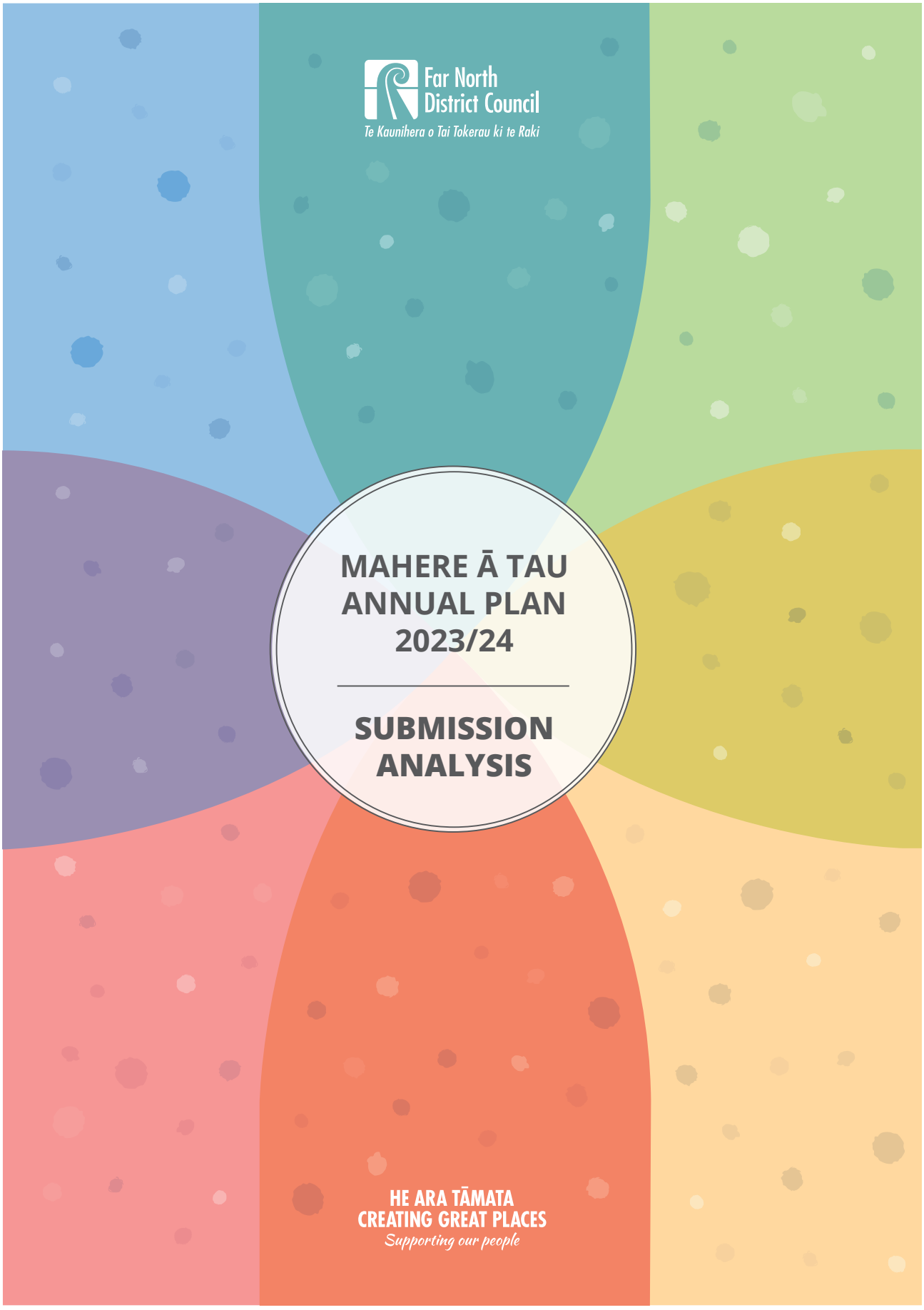
1. **APFinalAnalysis2023 - A4212041**
2. **F&Csubmissions2023 - A4211793**
3. **Fees_and_charges_schedule_202324 - A4212234**
4. **TC - Kerikeri Civic Trust Loan Guarantee - A4215657**
5. **Rate Change AP24 Presentation - A4217147**

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
    a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
    b) Assess the options in terms of their advantages and disadvantages; and
    c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	**Staff assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Decisions at this meeting lead to the adoption of an Annual Plan for the coming financial year. Consultation has been carried out on significant variations to the corresponding year in the current Long Term Plan.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Local Government Act 2002, Significance and Engagement Policy, 2018-28 Long Term Plan.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	District-wide relevance. Community Board chairs have been involved in all meetings and workshops relating to this Annual Plan.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	Significant consultation and engagement has been undertaken, both for the 2018-28 Long Term Plan and in the preparation of this Annual Plan.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities.	Significant consultation and engagement has been undertaken, both for the 2018-28 Long Term Plan and in the preparation of this Annual Plan.
State the financial implications and where budgetary provisions have been made to support this decision.	Decisions will set budgets and determine rates for the financial year 1 July 2020 to 30 June 2021.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report


Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki
MAHERE Ā TAU ANNUAL PLAN 2023/24
SUBMISSION ANALYSIS
HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

INTRODUCTION

Council agreed to consult with the community on two items for the Annual Plan 2023/24. They were:

- Partnering with the Turner Centre to better deliver arts and culture for the district
- Enabling housing development on Māori Freehold Land

Prompted by a media release, local news outlet the Northern Advocate ran a story on the Annual Plan consultation. The main focus of the story was the Turner Centre proposal.

We posted twice on social media; one was a written post with a link that reached 737 people organically, 18 people reacted and 5 shared the post. We also posted a short video with a link in the caption that reached 3200 people, 1800 viewed for longer than three seconds, 708 viewed for longer than 15 seconds. The video had 115 reactions and 64 comments across 14 shares. Across both posts, a total of 134 people clicked through to the Far North District Council webpage where they could find more information and submit.

A letter was sent via email to Te Kahu o Taonui, Te Pouahi o Tai Tokerau, Ngāpuhi, and Ngāti Rēhia and our general consultation database was also notified.

Overall responses total
692*

**Two submissions were received after the closing date. These have been counted as part of the overall response.*

WHAT WE ASKED

1. Partnering with the Turner Centre to better deliver arts and culture for the district

Management of the Turner Centre, as an arts and culture venue, will continue to be the responsibility of the charitable company, The Centre at Kerikeri Limited, with annual reporting to council. Maintenance and core operational costs, like power and insurance, will become the council's responsibility. Ownership of the building would be transferred at zero-cost to council. The council already owns the land.

This proposal will give the charitable trust-owned entity the space and scope to do what they do best; deliver arts programming at a community and commercial level. It will continue to seek external funding opportunities to support this. It will also give the council the opportunity to provide community hall facilities to the wider Kerikeri community.

The options

1. The council takes over ownership of the Turner Centre building with The Centre at Kerikeri Limited managing the facility. This is our preferred option. This option would add 0.3 per cent to the general rates portion of a property owner's annual rates total. The exact dollar amount would vary from ratepayer to ratepayer but for most it would add little more than the price of a cup of coffee each year.

2. Do not take over ownership of the Turner Centre building. This is not our preferred option. The Far North risks losing the centre as a key community, arts and culture facility and the future of the building itself would be uncertain.

Question proposed in the consultation document

We are proposing to take over ownership of the Turner Centre building, with the Turner Centre Charitable Trust continuing to manage the facility.

- I support this proposal
- I do not support this proposal
- I'm not sure

ANALYSIS

Question 1 responses

Overall responses total	Yes	No	I'm not sure	N/a
690	623	50	12	5

Response by ward	BOI-Whangaroa	Kaikohe-Hokianga	Te Hiku	Outside Far North	Not provided	Total
I support this proposal	444	29	51	37	62	623
I do not support this proposal	29	6	11	-	7	53
I'm not sure	8	2	2	-	-	12
N/a	-	-	1	1	-	2

SYNOPSIS OF COMMENTS

In regards to the Turner Centre comments below, there were some phrasing that was shared with support groups and included in their submissions in whole or part. Comments have been s

In support:

- Arts, culture and creativity greatly add to the wellbeing of our community and the FNDC has an obligation to provide this for our communities. Council needs to develop sustainable partnerships with organisations such as the Turner Centre to ensure that arts, culture and creativity play a vital part in community wellbeing across the District.

  The Turner Centre brings arts and cultural programming into the region that would otherwise not visit the Far North and without the facility, it will leave us without access to high quality arts, culture and creativity.

  Access to the arts develops community cohesion, resilience, increases community spirit, builds community identity and makes the region a better and more vibrant place to live! Without FNDC taking on ownership of the Centre, we will lose this valuable asset and it will greatly impact our access to arts, culture and creativity. Without this valuable asset, it will leave Te Tai Tokerau without access to the large amount of high quality arts, culture and creativity that the Centre presents and greatly contributes towards making our region a vibrant place to live.

  Volunteers: The Turner Centre enables me to contribute to and participate in my community through volunteering opportunities. I feel more connected to our community, and know that I belong.

  Community Groups: The Turner Centre gives our community groups access to facilities for rehearsals, meetings, hui and community performances at a discounted price. Without the Centre, we would not have a space dedicated to the performing arts.

- I live outside of Kerikeri and value the high quality arts and cultural programming that comes to the Far North via the Turner Centre. Without this valuable asset, it will leave Te Tai Tokerau without access to the large amount of high quality arts, culture and creativity that the Centre presents and greatly contributes towards making our region a vibrant place to live.
- The Turner Centre is an integral part of our community. It will be a huge loss if it has to close. I personally use this facility as do many others.
- The operation of the Turner Centre has allowed artists who grew up locally to return to display and share their talents with people who made significant contributions to their development over many years. Our son was able to do this, and he relished the opportunity.

Against:

- NO, NO, NO! There are other more urgent priorities for the funds that it would take to service this building etc. It is a nice to have but not a necessity in the current times. Has there been any research done on what percentage of people from outside of Kerikeri currently use, have access to or benefit from the centre? I would like to see a lot more resource put into the Kaikohe and surrounding township to bring it up to a better standard for that community instead of always looking like the poorer cousin. This would help address the social issues in the town and make provision for a place where the people of the Kaikohe area, in particular the youth could have access to. Not everyone have the means to travel to Kerikeri especially when there is no public transport. What about Okaihau, Horeke and other rural communities. Kaikohe needs to be the main focus and priority, not throwing more resource at Kerikeri.
- I like the way the Charitable trust is running the Turner Centre and how it supports the arts. I do not trust that the council will not, in the future, change the use of the venue. Given the way the Auckland Council views the importance of the arts - ie negatively, I fear this could be a virus spreading through councils and we won't be immune. In Ireland they actually support artists by paying them. I am happy with the status quo, thank you.
- Not a core activity

- It should not be up to rate payers to subsidize this sort of business.
- *We have already paid for the centre to be built, if it cant support itself now, then forever we will be paying for something thats just going to drain our rates money for a white elephant, when the rates could be used more productively. Sell the centre and see if someone can make it work!!!*

I'm not sure:

- I would very much appreciate seeing more indigenous performances at Turner Center. Perhaps a series of Waiata performance from all of the schools between Whangarei and Kaitaia to reveal the pure beauty of our Kiwi culture.
- I do not think the arts should be supported by rate payers at this time of huge and impossible to cope with cost of living. How many people are going to lose their homes or leave the country all together because of this? I don't care that you have put this stuff into your long term plan, you need to change that... and stop paying for un necessary costs NOW>..... we will be leaving the country if this continues and your taxable base will become less and less, just like all the nurses leaving NZ. What will it take for you to realise that passing on your loss of income due to this government's economic destruction of the last 3 years and the future due to no tourism, that's gone as the cost of living hits potential tourism amongst the middle classes... only the wealthy and they are not enough to make up for the loss of major tourism are going to be able to afford to travel. Again, you can't keep people in a small country who keeps kicking people so hard, it becomes impossible to live here even in just a very basic shack. I am ashamed to send pictures back to my home in the US of people here now living on the streets, closing health care services, people living in shacks of ply as the only thing they can afford now. Your country used to be great, but you have allowed it to disintergrate.... too far, even Mexico looks brilliant compared to here...
- This proposal should be funded by a targeted rate. The majority of our district won't be ever attending any events at the Turner Centre. It seems a bit hypocrite to propose a big rates increase and take on this project, which is a "nice to have" but definitely not a "must have".

WHAT WE ASKED

2. Enabling housing development on Māori Freehold Land

This policy will give Māori Freehold Landowners the opportunity to apply for reduced rates if they intend to develop the land to provide housing. There are a number of criteria that the applicant needs to meet. These include:

- The land must be suitable for development and have a resource consent
- Applicants must apply for a building consent and code of compliance once building is complete
- Applicants will need to obtain suitable professional advice and appropriate financial arrangements for the development
- If the development does not proceed, rates will no longer be remitted.

Rates will not be remitted indefinitely. If the application is successful, rates will be remitted on a sliding-scale over a number of years.

- Years 1 - 3 - 100% remitted
- Years 4 - 5- 75% remitted
- Year 6 - 50% remitted
- Year 7 - 25% remitted
- Year 8 - 0% remitted

The options

1. The council adopts the draft Enabling Housing Development on Māori Freehold Land Policy with the proposed conditions. This is our preferred option.

2. The council amends the conditions in the draft policy. Let us know what changes you would like to make to the conditions. Remember, we are required to have this policy so not adopting it is not an option.

Question proposed in the consultation document

We are proposing to adopt the Enabling Housing Development on Māori Freehold Land Policy with the conditions proposed in the draft policy. Remember, we are required to have this policy so not adopting it is not an option.

- I support the conditions in the draft policy

- I do not support the conditions in the draft policy
- I'm not sure

Question 2 responses

Overall responses total	Yes	No	I'm not sure	N/a
690	270	60	220	140

Response by ward	BOI-Whangaroa	Kaikohe-Hokianga	Te Hiku	Outside Far North	Not provided	Total
I support the conditions in the draft policy	183	15	31	17	24	
I do not support the conditions in the draft policy	36	8	12		6	
I'm not sure	164	9	10	13	22	
N/a	98	5	12	8	17	

SYNOPSIS OF COMMENTS

The vast majority of people who commented on the first question either did not respond or were not sure in regards to question 2. Comments have been selected at random.

In support:

- Because it's their land. The public have no rights or interest and they will not part with it. It's wrong for us to treat Maori land like freehold land. They can't access the capital or use it for security
- Not adopting it is not an option...,!
- All people should have access to good quality housing.
- It is too difficult to build on Maori Freehold Land as banks do not finance. Only Kiwibank. How pathetic.

Against:

- If you are referring to Social housing within Kerikeri - unfettered housing development that is not commensurable with the existing plan fundamentally changes the face of a town. International studies show that todays intensive housing development = Tomorrows slums and occur when social housing is not "pepper potted" as per the existing council plans.
- I do not believe in favouritism towards any ethnic group. Reducing or forgoing rates for Maori is RACIST. Why can't council stop spending money on park art (eg) and reduce rates for EVERYONE.
- The time scale for rate remittance seems very long. Once the development is undertaken the remittance should have a much shorter timeframe as the return will have been gained well before the timeframe suggested.
- There is a more challenging issue as well in that all should be treated equally, no matter who owns the land. Understand the value of the land being used but wonder if some other incentive should be considered. The area where this land is located has limited population and therefore rates to support infrastructure already

  I think it would be better to scale the rates over 10 years.

  1-5 at 100%

  6-7 at 75%

  8-9 at 25%

  10 at 0%

  I think this reduction time frame would be reflective of the rising construction cost & interest rates to better ensure the completion of any Māori land development

- Not a core activity.

Unsure:

- I support the Policy in theory but I'm don't understand where the Draft Policy references the capability of the FNDC to provide the Infrastructure required to support further development. We are already under stress to provide basic infrastructure, and further developments (in and around Kerikeri) will further stress the capacity of services. We need to get the horse before the cart. The wellbeing of our people, the whenua and future generations must be considered before any decision is made.
- Don't really understand it to be honest
- I dont know anything about this and think its a bit outside my scope of interest.

General comments

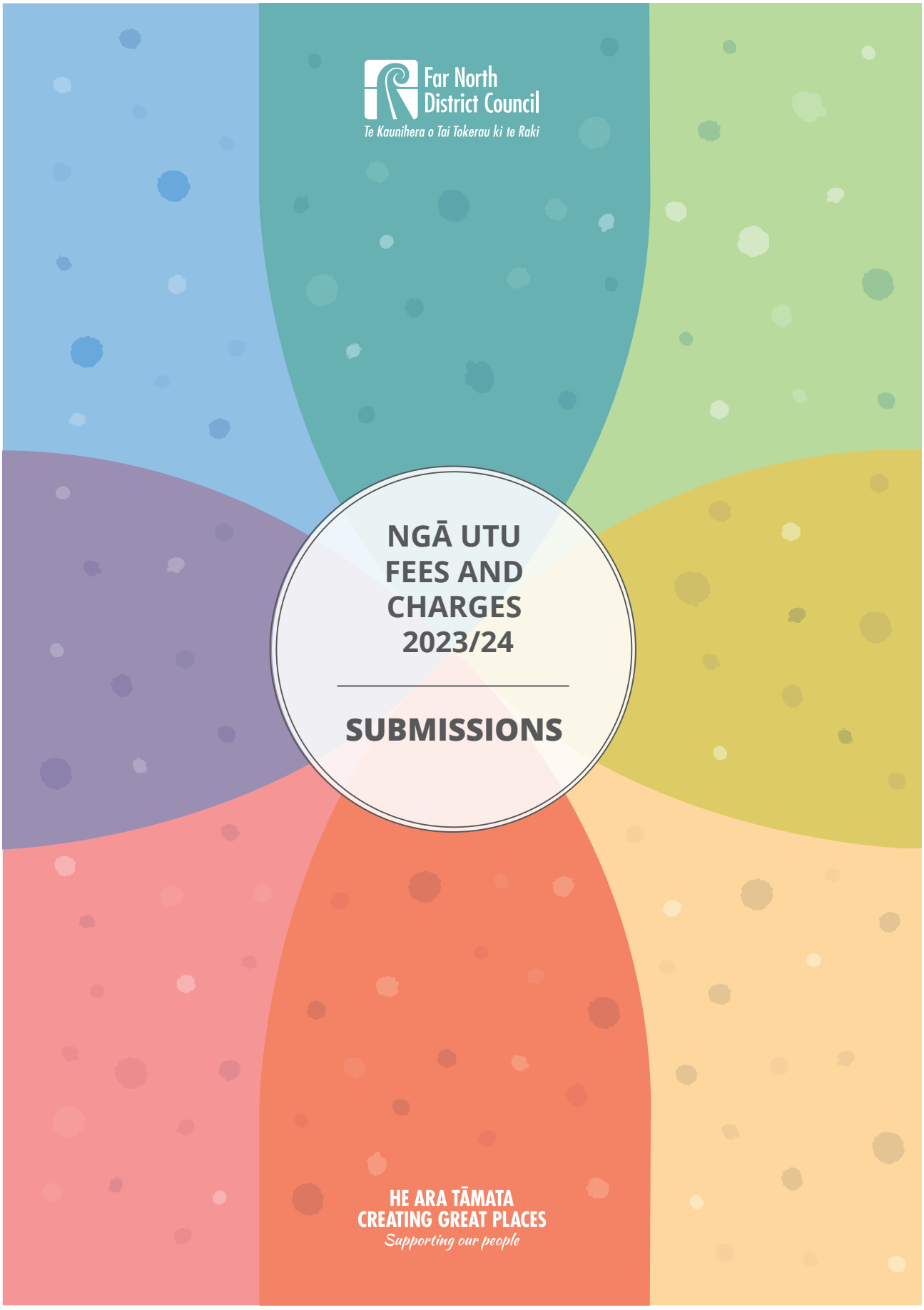
General comments were split into sections and pertained to:

Type	Response
Facilities	6
Fees and charges	2
Governance	2
Other (general comments)	3
Planning	2
Rates related (increase/other)	13
Regulatory	1
Roading	1
Spending	2
Wellbeing	2

Examples of comments:

- Paradise Road Park is NOT used. Make it into an exercise safe place for DOGS. Can we have some public toilets at the Coopers Beach shops. More disability down to the beach through Coopers Beach Shops. All steps and gravel on footpaths as the properties' dirt gets through to the paths! Dangerous. Also trim back Hibiscus branches steps down to beach. Its a "get your head down". dangerous. FNDC need a bus stop at Coopers Beach shops. Noise Control need to be quicker than an hour and plus. Postponement of Rates need to produce a end of Rates year printout more timely than 6 months later!
- I have noticed that there is a lack of amendments for many rural communities many without utilities many without council facilities yet there residents are expected to paye rates without gaining anything the question is simple are we buying another facility another resource for kerikeri to add to there already huge stock pile of resources.
- You are all wrong, these rates increases will hurt the poor and small businesses and again, you kick us when we are down.... this has to stop... you are ruining this country.... how can rate rises be good for anyone but corrupt overspending in councils... cut costs, don't indulge your wants, you must change to needs.... get out of LGNZ for a start and save a bundle there... no more funding for arts.... un necessary at this time... stop spending where you cannot afford it, um, where WE cannot afford it. You are only contributing to the problem of survival in this country for the poor, the elderly, the low income and small businesses.... surely you see that... I wish the reserve bank would stop raising it's rates... we cannot see how that possibly works to stop inflation... all it does is create more and more poverty... it seems to me that is the desired outcome in this country now... get rid of as many people as you can one way or the other to another country or the grave with serious mental stress when they cannot pay their mortgage or rates or bills or put food on the table... how can you do this to people?
- The wellbeing of our people, the whenua and our mokopuna must be considered before any decision is made.


WHAKAPĀ MAI
CONTACT US
www.fndc.govt.nz
Phone (09) 401 5200
Freephone 0800 920 029
5 Memorial Avenue
Private Bag 752
Kaikohe
© FNDC 2023
HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people


Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki
NGĀ UTU FEES AND CHARGES 2023/24
SUBMISSIONS
HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

MAHERE Ā TAU • ANNUAL PLAN 2023/24

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Submission No: 1

Surname	**Anon**		
First name			
Organisation		**Position**	
Do you support the proposed adjustments to the Resource Consent installment fee to increase the initial payment in line with actual charges currently invoiced for an application?			
Yes			
Do you support the proposed adjustment for hourly processing charges to align with current market rates for planners' services?			
Yes			
Do you support the proposal to introduce fees for Engineering Plan Approvals?			
Yes			
Do you support the proposal to introduce a charge for professional services involved in the pre-application and concept meetings?			
Yes			
Do you have any further comments about the proposal to amend resource consent fees?			
Do you support the proposal to introduce fees for the certificates, licenses and permits activity specifically the Food Control Programme?			
Supply of thermometers : Yes Supply of additional food control plan documents: Yes Supply of additional national programme document pack: Yes			
Do you support the removal of fees relating to the following:			
Building consents - fixed and banded fee applications: Yes Environmental health license - fee for applications for charitable organisation : Yes Environmental health license - fee for applications for market food premises and mobile shop: Yes Bylaw license - fee for applications for keeping animals, poultry and bees, and entertainment premises: Yes Water supply - Standpipes metered fee section: Yes			
Do you support the increase in the following fees to better reflect actual costs?			
Vehicle crossing application and inspection fees: Yes Building consent hourly processing fees: Yes			
Do you support the increase to the fee for oversize double depth internments?			
No			
Do you have any further comments about fees and charges?			
Which ward do you live in?	Bay of Islands-Whangaroa (East)		

MAHERE Ā TAU • ANNUAL PLAN 2023/24

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Submission No: 2

Surname	**Anon**		
First name			
Organisation		**Position**	
Do you support the proposed adjustments to the Resource Consent installment fee to increase the initial payment in line with actual charges currently invoiced for an application?			
No			
Do you support the proposed adjustment for hourly processing charges to align with current market rates for planners' services?			
No			
Do you support the proposal to introduce fees for Engineering Plan Approvals?			
No			
Do you support the proposal to introduce a charge for professional services involved in the pre-application and concept meetings?			
No			
Do you have any further comments about the proposal to amend resource consent fees?			
Do you support the proposal to introduce fees for the certificates, licenses and permits activity specifically the Food Control Programme?			
Supply of thermometers : No Supply of additional food control plan documents: No Supply of additional national programme document pack: No			
Do you support the removal of fees relating to the following:			
Building consents - fixed and banded fee applications: No Environmental health license - fee for applications for charitable organisation : No Environmental health license - fee for applications for market food premises and mobile shop: No Bylaw license - fee for applications for keeping animals, poultry and bees, and entertainment premises: No Water supply - Standpipes metered fee section: No			
Do you support the increase in the following fees to better reflect actual costs?			
Vehicle crossing application and inspection fees: No Building consent hourly processing fees: No			
Do you support the increase to the fee for oversize double depth internments?			
No			
Do you have any further comments about fees and charges?			
Equitable outcomes is needed in remote or less affluent areas like Kaikohe, Kaitaia, Panguru. Why charge the same costs and charges in these areas as would be charged in affluent well off communities like Kerikeri? You dont need to look far to realise tha			
Which ward do you live in?	Kaikohe-Hokianga (West)		

MAHERE Ā TAU • ANNUAL PLAN 2023/24

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Submission No: 3

Surname	**Anon**		
First name			
Organisation		**Position**	
Do you support the proposed adjustments to the Resource Consent installment fee to increase the initial payment in line with actual charges currently invoiced for an application?			
Yes			
Do you support the proposed adjustment for hourly processing charges to align with current market rates for planners' services?			
Yes			
Do you support the proposal to introduce fees for Engineering Plan Approvals?			
No			
Do you support the proposal to introduce a charge for professional services involved in the pre-application and concept meetings?			
No			
Do you have any further comments about the proposal to amend resource consent fees?			
Do you support the proposal to introduce fees for the certificates, licenses and permits activity specifically the Food Control Programme?			
Supply of thermometers : Yes Supply of additional food control plan documents: No Supply of additional national programme document pack: No			
Do you support the removal of fees relating to the following:			
Building consents - fixed and banded fee applications: Yes Environmental health license - fee for applications for charitable organisation : Yes Environmental health license - fee for applications for market food premises and mobile shop: Yes Bylaw license - fee for applications for keeping animals, poultry and bees, and entertainment premises: Yes Water supply - Standpipes metered fee section: Yes			
Do you support the increase in the following fees to better reflect actual costs?			
Vehicle crossing application and inspection fees: No Building consent hourly processing fees: No			
Do you support the increase to the fee for oversize double depth internments?			
Not sure			
Do you have any further comments about fees and charges?			
Which ward do you live in?			

MAHERE Ā TAU • ANNUAL PLAN 2023/24

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Other Fees and charges comments (via the Annual Plan submission process)

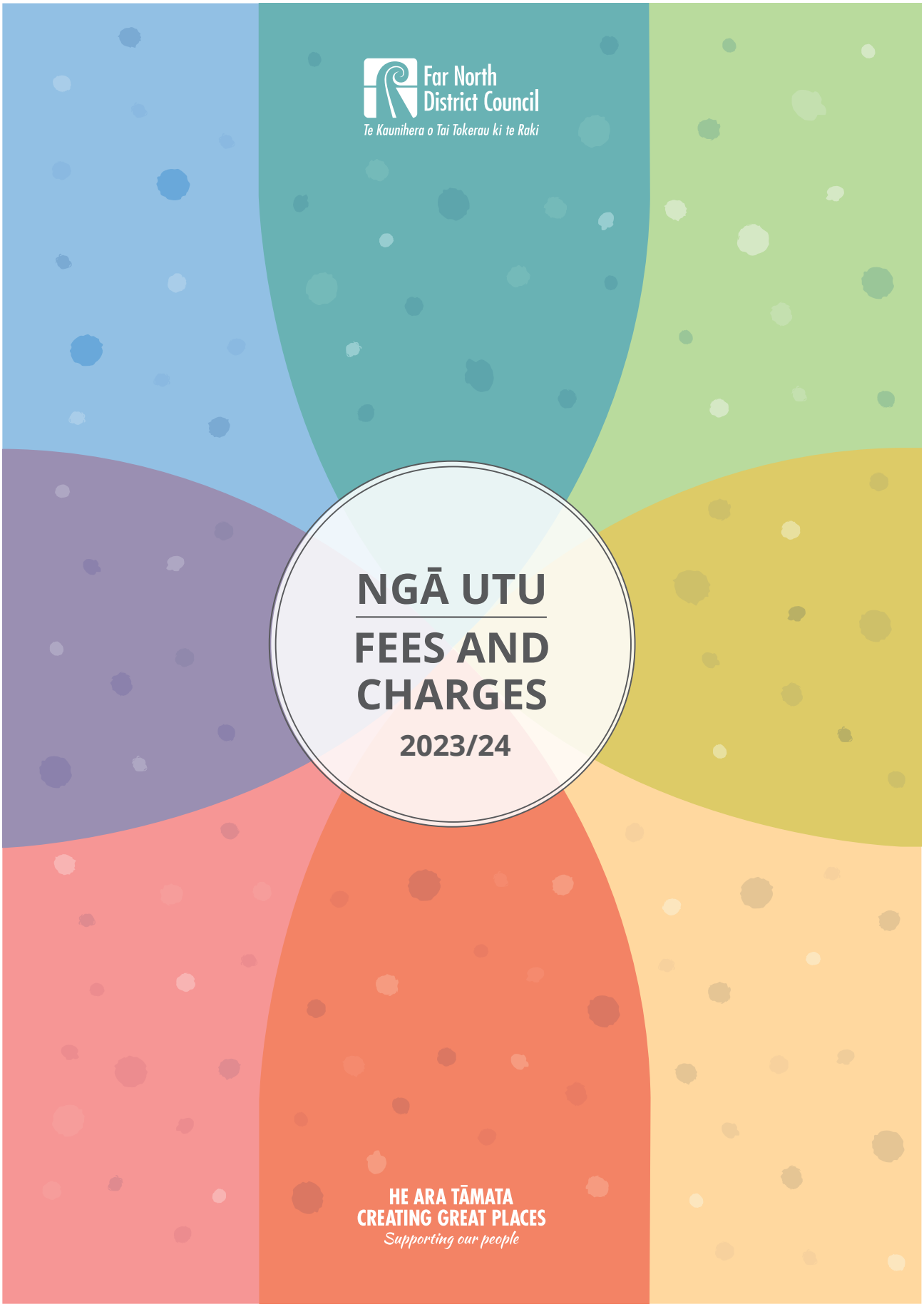
- We support the proposed changes to Fees and Charges based on the “user pays” principal. We are also still strongly in favour of re-introducing Development Fees to ensure Developers pay for the impact on infrastructure.

- Re the Fees- Resource Consent hourly fee makes sense to me. Building Consent should be a fixed fee in my opinion.

- The proposal for Resource Consent fees and charges increase is not in line with the private sector or the actual costs for hourly processing charges. The shortfall will need to be absorbed into the general rates or obtained through other fees. In my opinion private development should be self-funding. The hourly processing charges for the Resource Consents are 10-30% lower than what they should be. This creates budget pressure in these areas and resourcing issues.

  The charge out rates are not equitable across the schedule. A clear example is the comparison of rate charges between the Building consent and Resource consent fees. A Resource Consent Engineer is proposed to be charged out at $190/ hour and a Development engineer proposed to be $265/hour effectively similar roles. I declare that I am an employee of Far North District Council in the Resource Consents team.

- Yes. Stop tripling the costs of council fees. I've recently learned that the Resource Consent fee has increased from $1750 to $4900 in under 3 years. This is OUTRAGEOUS and completely unexplainable.


Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki
NGĀ UTU
FEES AND CHARGES
2023/24
HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

Contents

Animals 1
Building consents 3
Bylaw enforcement 6
Cemeteries 7
Certificates, licenses and permits 8
Leases and licenses of reserves / change of reserve status 11
Legal services 13
Libraries 14
Marine 15
Official information 16
Property information 17
Resource consents 18
Rubbish disposal services at transfer stations 22
Stormwater 23
Transport 24
Venues for hire 25
Wastewater 26
Water supply 27

Animals

Dogs

Registration fee for desexed dogs	1 July 2023 – 31 August 2023	Full fee and late registration penalty 1 September 2023 – 30 June 2024
Pet dog	$57.00	$86.00
Classified dangerous dog	$85.50	$129.00
Working / pig dog	$45.00	$66.00
Disability assist dog (approved organisation certified)	No charge	No charge
Multiple dog discount (Register five dogs, get the sixth dog free)	$0.00	$0.00
Discount for Gold Card or Community Card holders	10%	10%

Full fee, penalty and debt recovery costs are incurred between 1 September 2023 and 30 June 2024.

Registration fee for non-desexed dogs	1 July 2023 – 31 August 2023	Full fee and late registration penalty 1 September 2023 – 30 June 2024
Pet dog	$68.00	$97.00
Working / pig dog	$55.00	$79.00
Disability assist dog (approved organisation certified)	No charge	No charge
Multiple dog discount (Register five dogs, get the sixth dog free)	$0.00	$0.00
Discount for Gold Card or Community Card holders	10%	10%

Full fee, penalty and debt recovery costs are incurred between 1 September 2023 and 30 June 2024.

Other fees	
Re-homing dog registration fee (applies to dogs re-homed by the SPCA or via Council pounds).	$41.00
Dog adoption. Fee includes microchipping, dog registration until the end of the current year, vet check, vaccinations and desexing (if required).	Actual costs
Microchipping	$34.00
Small dog collar	$13.00
Large dog collar	$18.00
Replacement registration tag (per tag)	$5.00

De-sexed dog registration

Registration of desexed dogs is free for the first year of the dog's life (desexing certificate to be supplied) for the current registration year only. All other years shall be at normal fee.

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Dog impounding	
Impounding	$77.00
Second impounding	$115.00
Third and subsequent impounding	$158.00
Daily handling	$16.00 per day
Veterinary care	Actual costs

Impounding fee contributes to covering the cost of collecting of the dog that is covered by the general ratepayer and serves as a form of penalty for the individuals own dog being collected.

Other animals

Stock impounding	
Bovine (bull, cow, ox) where one to five head of stock are impounded	$106.00
Bovine (bull, cow, ox) where six to 10 head of stock are impounded	$209.00
Bovine (bull, cow, ox) where 11 plus head of stock are impounded	$316.00
Equine (horse) where one to five are impounded	$118.00
Equine (horse) where six to 10 are impounded	$224.00
Equine (horse) where 11 plus are impounded	$329.00
Ovine (sheep)	$35.00
Calves, foals, lambs, piglets (feeding off the mother) – no impounding or sustenance charge	No charge
Sustenance fees for impounded stock (per head per day)	$10.00
NAIT (National Animal Identification and Tracing) tagging	Actual costs
Advertising costs (Advertising of impounded stock as required prior to auction / disposal)	Actual costs + $17.00 admin cost
Transport of stock to pound	Actual costs + $17.00 admin cost
Officers time (per hour)	$100.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Building consents

Building notes

It is important to note that each building project and site may be different, so please use this information as a guideline only.

Total consent costs may not be known until the consent has been processed to approval.

For an indication of fees payable with your building consent application, please use our building fee calculator or contact our building staff on free phone 0800 920 029 (Northland land lines only) or 09 401 5200.

When are building fees payable?

If your building project falls under the criteria for fixed fee applications, then you will be paying a fee as stated in the consolidated fees schedule. This fee will be required when lodging your application.

If your building project falls outside the criteria for fixed fee applications, then you will be in the banded fee bracket. These fees will be calculated based on processing time and will be invoiced at time of issue of your consent.

When issuing a Code Compliance Certificate a check is done to see if there are any outstanding inspection or processing fees and these will be invoiced at this time.

In all cases, Council payment terms apply to all issued invoices.

How do I work out the estimated value?

This is the total value of the building work including GST. Usually the designer or architect supplies the contract square metre rate and Council checks this against national statistics, the MBIE website, Building Economist and Codeword's publications.

Why do I get charged for inspections in advance?

Council policy is to release building consents as soon as possible. Estimated inspection fees are paid in advance to assist this process to avoid delays for all parties.

What are 'actual costs' and what will they include?

- Processing, inspections and administration services
- It may also include external services engaged to carry out reviews for Council e.g. New Zealand Fire Service and Heritage NZ etc.
- Disbursements like scanning, copying, telephone, travel and postage.

What are external services and why are they applicable to my application?

External services are usually for New Zealand Fire Service design review, engineering technical or weather-tightness review for complex design or when unproven methods are proposed or input from Heritage NZ for any archaeological reviews.

When does my consent become commercial and trigger the higher fees?

Generally when the building use is associated with public use and the engagement of employees

Some descriptions of these building types include:

- Communal residential (hostel / prison)
- Communal non-residential (church / school)
- Commercial (bank / service station)
- Industrial (agricultural building / sewage plant)

These classified uses attract the higher fee due to the additional design complexity and use of specified systems.

What happens if I don't go ahead with my building consent, do I get a total refund?

This function is carried out on a case-by-case basis and no full refund is provided due to administration and cost overheads. In normal cases there will be a refund for unused inspections, and BRANZ / MBIE levies.

If processing has already begun, partially complete or fully completed fees will be deducted accordingly.

Other fee information

Some levies are set by other agencies and are not affected by this proposal.

All fees are GST inclusive unless otherwise stated.

Building application fees are based on the project value of the building works, simple structures or minor type applications.

Fixed fee applications

This fee applies to building work with a project value of less than $20,000.

This fee applies to residential projects only.

This fee applies to specific works as listed in the chart below – the fee includes:

- Building processing
- District plan processing (where applicable)
- Inspections as nominated (additional inspections will be charged at the current fee rate)
- Code compliance certificate application fee.

This fee is non-refundable due to the reduced fee offered for these services.

General building fees	
Amended plans application	Actual costs
BRANZ Levy (applies to project values above $20,000)	$1.00 per $1,000.00
MBIE Levy (applies to project values above $20,000)	$1.75 per $1,000.00
Building warrant of fitness annual renewal	Actual costs
Building warrant of fitness audit report and inspection fee	Actual costs
Building warrant of fitness (audit only)	Actual costs
Certificate of acceptance application installment (actual processing costs are calculated and applied)	$584 + actual costs
Certificate of public use application	Actual costs
Certificate of title request	$42.00
Change of use application installment (actual processing costs are calculated and applied)	Actual costs
Code compliance certificate application	Actual costs
Older code compliance certificate application (includes review of building consents if over four years old)	Actual costs
Compliance schedule and statement	Actual costs
Compliance and accreditation levy (maximum levy fee $276.00)	$1.40 per $1,000.00
Condition assessment report application	$110.00
Enforcement action under the Building Act (Notice to fix notice, dangerous or insanitary notice and breach investigation)	Actual costs
Exemption from requiring building consent application	Actual costs
Extension of time application	$110.00
Field advice notice	$200.00
Inspections – residential	$230.00
Inspections – commercial	$350.00
Request for information (charged on any application type)	Actual costs
Scanning charge per application	$12.00
Section 72 hazard notification	Actual costs
Section 75 building on two or more allotments notification	Actual costs
Specific expertise – inspection and processing required	Actual costs
Swimming pool inspections	$314.00
Waiver / modification waiver application to existing building consent	Actual costs
Weekly building consent report (charge per annum)	$680.00

Hourly processing fees	
Development Engineer	$265.00
Building Manager / Compliance Manager	$225.00
Team Leader / Senior Building Officer / Senior Building Specialist	$200.00
Building Officer / Building Compliance Officer	$185.00
PIM Officer (District Plan check)	$160.00
Building Administration / Compliance Administration	$170.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Vehicle crossings	
Vehicle crossing application and vehicle crossing inspection fee	$300.00
A bond deposit (minimum $1,000.00) may be set to ensure construction of vehicle crossing	
Vehicle crossing inspection fee	$200.00
Re-application fee for expired approvals	$77.00
Application for RAPID number	$30.00
Replacement RAPID signs	$11.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Bylaw enforcement

Bylaw license application	
General bylaw license incorporates fees for:- Application for advertising signs Application for brothel signs	$117.00 per application
Reclaiming of seized advertising signs	$88.00 per sign

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Cemeteries

Burial plots	
Burial plot	$1,152.00
Interment single depth	$1,010.00
Interment double depth	$1,145.00
Interment child (under 10)	$249.00
Interment - oversize single depth	$1,113.00
Interment – oversize double depth	$1,217.00
Disinterment fee	$2,247.00
Statutory holiday surcharge	$556.00
Special circumstance surcharge (e.g late arrival or additional processing)	$521.00

Ash burial	
Ash berm (Russell)	$523.00
Ash berm (All others)	$269.00
Grave digging for ash burial	$222.00
Concrete cap	$115.00

Other fees	
Cemetery fees (e.g search fee, headstone, memorial permit, installation fee)	$40.00
Memorial bench	Actual costs

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Certificates, licenses and permits

Alcohol licensing	
The following fees are set under the Sale and Supply of Alcohol (Fees) Regulations 2013	
Application fee - Managers Certificates	$316.25
Renewal fee - Managers Certificates	$316.25
Temporary License fee	$296.70
Temporary Authority fee	$296.70
Certificate of Compliance Liquor application - please see Page 25 - Resource consents for this fee	
Advertising of an alcohol application	$47.50

Premises - On, off and club licenses Fee category and cost / risk rating score		Application fee	Annual fee
		Set by legislation	***Set by legislation***
Very low	0-2	$368.00	$161.00
Low	3-5	$609.50	$391.00
Medium	6-15	$816.50	$632.50
High	16-25	$1,023.50	$1,035.00
Very high	26 plus	$1,207.50	$1,437.50
Special licenses - risk based fees (see definition below)			***Set by legislation***
Class 1			$575.00
Class 2			$207.00
Class 3			$63.25

Special license definition	
Class 1	a large event (400+) people, or more than three medium events (100 - 400 people), or more than 12 small events (fewer than 100 people)
Class 2	One to three medium events (100 - 400 people), or Three to 12 small events (fewer than 100 people)
Class 3	One or two small events (fewer than 100 people)

Amusement devices and entertainment premises	***Set by legislation***
These fees are set under Section 11 of the Amusement Devices Regulations 1978 and are applicable to devices such as merry-go-rounds, Ferris wheels and roller coasters, bumper cars and boats, indoor go-karts, mini-bikes, parasailes, jet skis, bungy jumping. Bouncy castles, inflatable slides and non-powered playground equipment are not amusement devices and so you do not require a permit.	
Amusement devices only; one device, for the first seven days of operation or part thereof	$10.00
Amusement devices only; for each additional device operated by the same owner, for the first seven days or part thereof	$2.00
Amusement devices only; for each device, for each further period of seven days or part thereof	$1.00

Collection and transportation of waste and diverted materials	
Waste collector's license	$543.00 per annum

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Environmental health licenses	
(Per annum) Health (Registration of Premises) Regulations 1966 annual renewal 1 July. Pro rata fees for new application throughout the registration year.	
Health (hairdressers, mortuaries, camping grounds and septic tank cleaners)	$349.00
Charitable organisations (churches etc) (remove)	Remove
Re-inspection	$202.00
Change of ownership (new certificate)	$61.00
Replacement of lost certificate	$29.00

Fire prevention	
Section clearance (includes administration charge, site inspection if required and contractors' actual costs)	$108.00 + actual costs

Food Act	
Food Control Plan (FCP)	
Template FCP registration	$310.00
Thermometer	$30.00
Additional food control plan document	$28.00
Renewal of registration (annual renewal)	$232.50
Additional processing time	$155.00
Registration amendment	$155.00
FCP verification fixed fee	$542.50
Failure to attend scheduled verification	$155.00
Compliance and monitoring fee	$155.00
National Programme (NP)	
NP registration	$250.00
NP renewal (renewal required every 2 years)	$142.50
Additional national programme document pack	$28.00
Additional processing time	$155.00
Registration amendment	$155.00
NP verification fixed fee	$387.50
Failure to attend scheduled verification	$155.00
Compliance and monitoring fee	$155.00

Gaming Act 2003	
Gaming venue relocation and TAB venue application license fees	$434.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Mobile shop, stall, hawkers, alfresco dining and tour operators' licenses (Road Use Bylaw)		

Definitions:

Mobile shop means a vehicle (including a trailer) from which goods are offered for sale in any public place but does not include any vehicle used exclusively for the delivery of pre-ordered goods, nor any stall.

Hawker means any person who carries any goods for sale from property to property but does not include any person delivering pre-ordered goods, or any person exposing goods for sale in any public place, nor any mobile shopkeeper.

Tour operator means any person who offer tourist activities in a specific site in a public space.

Regular annual licenses		
Mobile shop	**Non-food**	
	Annual	$544.00
	Seasonal – one month	$48.00 per month
	Food related	
	Annual *This fee is for the license to trade in a permitted public place. A food license will also be required*	$810.00
	Seasonal*	$69.00 per month
Coffee vendor only	Annual	$270.00
	Seasonal*	$27.50 per month
Hawkers	Annual	$350.00
	Seasonal*	Pro rata $33.00 per month
Market food premises and mobile shop (remove)		Remove
Street stalls (Fundraising events, charitable trusts, or street appeal collectors) Maximum 20 per year		No charge
Tour operators license		$215.00

* Minimum of one month

Alfresco dining license	
All licenses renewable on 1 July each year	
Application and renewal fee	$113.00
Site inspection	$79.00
One table	$56.00
Two tables	$112.00
Three tables	$170.00
Four tables	$225.00
Five tables	$282.00
New application received during licensing year	Pro rata, according to number of tables (however the application fee and site inspection will be charged at full fee)
Re-inspection fee	$56.00
Change of new ownership – new licensee	$61.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Leases and licenses of reserves / change of reserve status

Change of reserve status – processing charges	
Change of classification of reserve	$355.00
Revocation of reservation of reserve	$355.00

Note: This charge covers administrative costs and is to be paid on application for reserve status. This charge is not payable in cases where the application can be processed in conjunction with a request to lease the reserve, in which case the lease processing charge listed below covers the costs. Applicants will be required to meet other costs that may apply – Department of Conservation fees, resource consent application fees, survey costs etc.

Leases of reserves (one year or more) – processing charges	
New lease of reserve; e.g. local purpose or recreation (including grazing leases)	$473.00
Renewal of lease of reserve; e.g. local purpose or recreation	$238.00

Administration charges to be paid on application for the lease. When applicable, applicants will also be required to meet legal expenses, Department of Conservation fees, resource consent and / or liquor license application fees.

Easements under Reserves Act – processing charge	
Easement over reserve (plus any addition)	$465.00

Leases of Reserves (one year or more) – rentals per year	
Lease by commercial operator (e.g. motor camp, carpark)	Individually determined on percentage of Government value
Lease by semi-community group (e.g. bowling club, school)	$118.00
Lease by community group (e.g. Marae committee)	$118.00
Grazing leases	By tender process

Note: Lessees are also required to pay rates and in some cases, where the lessees are occupying council owned buildings, they are required to reimburse council when annual insurance premiums are paid.

Temporary license to occupy reserves – processing charges	
New license for grazing or other purposes	$118.00
Renewal of license for grazing purposes	$58.00
Rentals	
Licenses by commercial operator	Individually determined on percentage of Government value
Licenses by semi-community and community groups	$118.00
Grazing licenses	By tender process

Permits to occupy reserves – less than one month	
No processing charge but written application required	No charge

Use of reserves	
Commercial use (e.g. circus) per showing	$89.00
Plus deposit (refundable if no turf damage)	$651.00
Community use ground rental	No charge

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Paihia Village Green - stallholders / exhibitors	
Residents of the Far North District (per site / per day)	$10.00
Non-residents of the Far North District (per site / per day)	$21.00
Community activities (e.g. Carols by Candlelight)	No charge
Hire of entire village green	By negotiation with Focus Paihia

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Legal services

Hourly rates	
In-house Counsel	$286.00
Property Legalisation Officer	$111.00
Travelling costs – from nearest Council office	As per IRD mileage rates schedule

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Libraries

Item replacement	
All items: Replacement value of item plus administration fee	Actual costs and $10.00 per item

Borrowing	
Local resident borrower	No charge
Organisation borrower (limited users)	$31.00
Replacement borrower card	$2.20
Interloan search	from $6.00
Book repairs	from $5.20

We no longer charge overdue fees on any borrowed items.

Faxing	
Local	
Transaction fee	$2.60
Per page thereafter	$1.00
National	
Transaction fee	$2.60
Per page thereafter	$1.00
International	
Transaction fee	$2.60
Per page thereafter	$1.00
Incoming fax	
Per page (one to four pages)	$2.60
Per page thereafter (fifth page)	$1.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Marine

Hokianga vehicle ferry	
Children concession	$4.00
Foot / car passenger – single	$2.00
Passenger concession	$10.00
Motorcycle – one way	$5.00
Campervan – one way	$40.00
Light vehicle (vehicles <2200 kg – trailers / caravans)	$20.00
Resident light vehicle	$7.00
Light vehicle concession – five trips	$30.00
Light vehicle concession – 10 trips	$55.00
Heavy vehicle single trip – per axle	$15.00
Heavy vehicle concession – 10 trips	$100.00
Special sailings	$150.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Official information

Local Government Official Information and Meetings Act (LGOIMA) information requests	
Staff time per half hour (first hour free)	$38.00 per half hour
Plan print	$5.00
Photocopying	$0.20

Copies of documents required to be available at a reasonable charge under the Local Government Official Information and Meetings Act (All postage payable).

Annual supply of agendas and minutes	
Council	Actual costs
Community boards – per board	Actual costs
All Community boards	Actual costs
All agendas (Council, community boards, hearings)	Actual costs
Hearings agendas	Actual costs

Other Council publications	
Hard copy of Annual Plan, Long Term Plans and Annual Report	Actual costs

Photocopying charges	
A4 (black and white)	$0.20
A4 (colour)	$1.00
A3 (black and white)	$0.40
A3 (colour)	$2.00

Charges for supply of information when the information is not required to be provided free under the Local Government Official Information and Meeting Act, where the aggregate amount of staff time spent to action the request exceeds half an hour.

Document scanning	
One to five pages	$1.00
Six or more pages	$2.00

Operative District Plan	
Text volume	$190.00
Map volume	$170.00
Map pages (individual)	Actual costs
Text and maps (printed)	$357.00

Rating information	
Rate book (per book – annual)	Actual costs

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Property information

Electronic property file request	
Collating and providing the property file online (per property file)	$25.00

Digital data supply	
DCDB parcels – per parcel	$0.20
Staff time (per hour)	$95.00
USB stick (with data on it)	$6.00

Physical map requests (paper and pdf)	
Staff time (per hour)	$95.00
Hard copy – A3	$46.00
Hard copy – A2	$56.00
Hard copy – A1	$79.00
Hard copy – A0	$95.00
Soft copy (PDF format) – A3	$46.00
Soft copy (PDF format) – A2	$46.00
Soft copy (PDF format) – A1	$46.00
Soft copy (PDF format) – A0	$46.00
USB stick (with data on it)	$6.00

Note: Where a request covers more than one property and/or requires additional time to process, the charges will be based on 10-minute intervals according to the schedule. FNDC does not provide A4 maps. These are accessible and printable via the mapping website www.fndcmaps.govt.nz

Property information products – maps	
Vector maps: locality plan, property plan, property boundaries, addresses, legal description, area – A4	Actual costs
Street map (Cadastral) – reproduction costs	Actual costs

Land Information Memoranda (LIM's)	
LIM application – All properties	$312.00
Research fee – where extensive research is required. (This is additional to the application fee)	$38.00 per half hour

Residential rates postponement fees	
Establishment fee: includes legal costs, and production of documents for registering statutory land charge (includes LINZ fee)	$300.00
Annual administration fee for maintaining rates postponement	$50.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Resource consents

Resource consent fees are calculated based on BERL Forecasts of Price Level Change Adjustors (with some rounding). This means that fees may increase each year in accordance with the changes to the BERL Forecast.

Notes:

1. These fees have been rounded up to the nearest whole dollar
2. All fees GST inclusive unless otherwise stated

- Instalment fees are charged at the following stages: application lodgement;
- limited or notification process; and
- hearings process.

Where the instalment paid does not cover the actual processing costs Council shall require the applicant to pay an additional charge following the issuing of decision. Council reserves the right to interim invoice applications monthly where costs have been incurred and exceed the instalment fee paid.

An applicant shall upon request be provided an itemised breakdown of costs. For the purposes of these charges the terms 'actual and reasonable cost'* and 'standard charges' shall include but not be limited to:

- FNDC staff time for receiving, processing and issuing a decision
- Inspections
- Travel – breakdown of costs, etc.
- Administrative / technical support
- Contract services (e.g. landscape architect, engineers) engaged by Council to fulfil obligations of the Resource Management Act 1991; and
- Disbursements including photocopying, phone and postage.

An applicant required to pay an additional charge has a right of objection to the council in respect of that requirement and has a right of appeal to the Environment Court in respect of Council's decision on that objection.

All fees and charges are INSTALMENTS unless otherwise stated at the top of the particular table.

* Actual and reasonable cost based on an hourly rate, mileage and disbursements will be deducted from the instalment fee or charged to determine the final fee payable.

The following table has been modified to merge similar fees.

Application for resource consent, designation or heritage orders	
Applications made under the Resource Management Act: • Simple land use (single Zone Rule breach with no engineering assessment required) This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$1,500.00
Applications made under the Resource Management Act: • Change or cancellation of consent condition – Sec 127 • Change or cancellation of consent notice condition - 221(3) • Outline plan consideration (176A) • Application for extension – Sec 125 lapsing a consent • Fast track Consents This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$1,204.00
Applications made under the Resource Management Act: • Land use This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$2,500.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Application for resource consent, designation or heritage orders	
Applications made under the Resource Management Act: • Subdivision 1-4 lots This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$2,900.00
Applications made under the Resource Management Act: • Subdivision 5-8 lots This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply	$4,800.00
Applications made under the Resource Management Act: • Subdivision 9+ lots This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$6,500.00
Applications made under the Resource Management Act: • Discharge to land This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$2,700.00
Applications made under the Resource Management Act: • Updating of cross lease flats plans This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply	$2,900.00
Applications made under the Resource Management Act: • Combined subdivision / land use This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$4,900.00
Applications made under the Resource Management Act: • National Environmental Standards for Plantation Forestry • National Environmental Standards for Contaminated Soil This instalment is payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	$1,933.00
Notices of requirement for a designation and / or heritage order	$2,800.00
Removal of or alteration to a notice of requirement	$840.00
Simple Sect 127 change of conditions (minor changes and where the approval remains consistent with the original proposal, no engineering assessment is required and there are no parties affected by the change)	$671.00

Note: Deemed permitted boundary activities and deemed permitted marginal or temporary activities' fees can be found under 'Approvals and certificates'.

Limited notification for resource consents, notices of requirement and heritage orders	
Land use and subdivision; combined land use and subdivision; notices of requirement; heritage orders; discharge to land. Note: Where an instalment fee has already been paid, Council will require the balance owing to be paid before limited notification proceeds.	$5,000.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Public notification for resource consents, notices of requirement and heritage orders	
Land use and subdivision; combined land use and subdivision; discharge to land; changes to consent conditions – Section 127; notice of requirements; heritage orders. Note: Where an instalment fee has already been paid, Council will require the balance owing to be paid before notification proceeds.	$8,000.00

Hearings	
Hearings required for any resource consent or other permission.	$1,933.00

Hearing fee

- Cost of third party / hearing commissioners will be charged at actual costs
- Staff and consultant costs will be charged at actual costs
- Miscellaneous charges (copying, venue hire, printing, etc.) will be charged at actual costs
- All costs will be itemised
- The final fee in any one application will be determined by the Team Leader, Resource Consents or his / her appointee
- All charges will be actual and reasonable costs less the instalment fee.

Note: Actual and reasonable costs based on an hourly rate, mileage and disbursements will be deducted from the instalment fee or charged to determine the final fee payable.

Monitoring	
Monitoring fee – monitoring of resource consents (including Certificate of Compliance). Based on two inspections being required when charged.	$384.00

Approvals and certificates – installment	
These fees are calculated in instalment and are payable at the time of lodgement. Actual processing costs will be calculated and invoiced after the decision is issued. Interim invoicing may apply.	
Certificate under Sec 221 (consent notice), certificate under Sec 222 (completion certificate), approval of survey plan Sec 223	$262.00
Cancellation of building line restriction Sec 327A LGA 1974	$240.00
Outline plan waiver	$156.00
224 (c) Certificate without engineering conditions	$612.00
224 (c) Certificate with engineering conditions	$1,136.00
Section 243 Cancellation of Easement	$480.00
Deemed permitted boundary activities and deemed permitted marginal or temporary activities	$480.00
Earthworks permit – includes administration and one inspection	$480.00
Engineering Plan Approvals (RMAEPA)	$760.00
Any meeting booked in advance relating to a resource consent application. Actual and reasonable costs will be calculated based on the charge rate associated with the staff member(s) required to attend and for any research required prior to the meeting. This includes Pre-Application Meetings and Concept Development Meetings.	Actual and reasonable costs

Other approvals, certificates and fixed fees	
Preparation of covenant against transfer of allotments – Sec 240	$480.00
Any other certificate, authority, requirements, or actions requested of Council under the provisions of the Resource Management Act, the Local Government Act or any other related legislation	$480.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Other approvals, certificates and fixed fees	
Savings certificate issued under Sec 226(1)(e). Determination of and extension of existing use (Section 10)	$925.00
Creation of right of way under Sec 348 Local Government Act	$925.00
Section 139 Certificate of Compliance, Section 139(A) Existing Use Certificate	$1,276.00
Fees or charges levied on Council by other organisations; i.e. District Land Registrar, Department of Conservation	Actual and reasonable costs charged by the other organisation and Council admin charge
Request for consideration of District Plan change. Plus, actual and reasonable costs charged to Council by any other organisations and applicable hourly staff rates. This is the required lodgement fee should a change be requested. Should the requested change be accepted by the Council for processing as a private plan change, all additional costs will be charged	$14,001.00
Charge for supplying information in respect of plans and resource consents per half hour, and any other associated costs that apply to the request	Actual and reasonable costs
Any report required by Council in determining / processing a resource consent per half hour, and any other associated costs that apply to the request	Actual and reasonable costs
CT – producing certificates of title; easement instruments; consent notices	$41.00 per search
Scanning charge – per application	$12.00 per application
Post approval charge. Part of administration associated with consents, statutory reports, inquiries and complaints about consents	$228.00

Liquor compliance certificates	
Certificate of Compliance Liquor application	$467.00

Hourly processing charges	
Principal Planner and Manager; Resource Management	$210.00
Resource Consent Engineer	$190.00
Team Leader	$200.00
Senior Planner	$190.00
Intermediate and Resource Planner	$185.00
Resource Planner	$180.00
Consent Planner	$160.00
Planning Technican and Monitoring Officer	$155.00
Consultants Note: The actual costs the consultants charge plus a Council administration charge will apply. Please ask Council what charge may apply if your consent application has been allocated to a Consultant Planner or Consultant Engineer.	Actual and reasonable costs
Other – Professional services (Pre-application meetings and concept development meetings)	Actual and reasonable costs

Travel costs for resource consents	
The travel cost is derived from the time the Council officer spends in a vehicle travelling to the site from the nearest Council service centre (Kaikohe, Kaitaia and Kerikeri), charged at the Inland Revenue Department mileage rate. Actual time spent on site will be charged for at the appropriate hourly rate.	As per the IRD mileage rate schedule

Development contributions
Far North District Council does not currently charge development contributions.

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Rubbish disposal services at transfer stations

Rubbish	
At transfer station	
Per bag (standard 65L)	$3.00
Oversized bag (130L)	$6.00
Wheelie bin (240L)	$11.00
Loose material per m^3	$46.00
Compacted material per m^3	$74.50
Greenwaste m^3	$22.00

Whole tyre disposal	
At transfer station	
Motorcycle tyre	$3.50
Passenger car tyres	$5.00
Light truck and 4x4 tyres	$8.00
Truck tyres	$16.00
Tractor and super single	$23.00
Earth mover tyres	Not accepted

e-Waste	
Transfer station pricing for householders	
TV's CRT	$10.00
TV's flat screen	$10.00
Computer CRT	$10.00
Monitors LCD	$5.00
PC's	
Desktop / laptop / server	$5.00 each
UPS's	$5.00
Laptop batteries	$5.00
Network equipment	$5.00
Printers	
Printers / scanners / fax	$5.00 each
Photocopier small / medium	$10.00
Photocopier large	$10.00
Copier cartridges	$4.00 per kg
Household appliances etc.	
Heaters (No oil filled)	$3.00
Vacuums	$3.00
Microwaves	$5.00
Consumer electronics	
DVD and VCR players	$3.00
Stereo system and games	$3.00
Radios etc	$3.00
Other	
Cell phones	No charge

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Stormwater

Any works on Councils' stormwater network can only be undertaken by Council approved contractors. Excludes charges included with rates.

Activity / service	
Application fee for a stormwater connection	$49.00
Application fee to build close to, or excavate close to a public storm water line not within a legal road*	$49.00
New connection	Quote to be provided
Approximate marking of single of single location services of mains with minimum 3 days' notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 day notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 day notice or location of mains over a wide area	Quote to be provided
Urgent location of mains	Quote to be provided

*If site visit required additional costs of staff time, administration and mileage apply.

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Transport

Road closures	
Applications for motor sprint events	$156.00
Note: if event spans more than one ward an extra $50 per ward is chargeable	
Applications for parades	$54.00
Other road closures will be charged based on an estimated cost at normal charge out rates – minimum	$54.00

Note: all advertising costs are the responsibility of the applicant.

Traffic overweight permit	
Traffic overweight permit	$144.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Venues for hire

Corporate and private hireage	Full day (8:30-5:00)	Half day	Hourly
Kaeo – Meeting room	$80.00	$45.00	$15.00
Kerikeri – Procter Library	-	-	$20.00
Kerikeri – John Butler Centre, Tane Mahuta room	$100.00	$55.00	$20.00
Kaikohe Memorial Hall – Entire complex	$300.00	Full day or hourly only	$40.00
Kaikohe Memorial Hall – Supper room and kitchen	$200.00	Full day or hourly only	$30.00
Kaikohe Memorial Hall – Main hall only	$150.00	Full day or hourly only	$25.00
Kaikohe Memorial Hall – Bond	$300.00	Full day or hourly only	$40.00

Community groups	Full day (8:30-5:00)	Half day	Hourly
Kaeo – Meeting room	$40.00	$20.00	$10.00
Kerikeri – Procter Library	-	-	$15.00
Kerikeri – John Butler Centre, Tane Mahuta room	$50.00	$30.00	$15.00
Kaikohe Memorial Hall – Entire complex	$150.00	Full day or hourly only	$25.00
Kaikohe Memorial Hall – Supper room and kitchen	$75.00	Full day or hourly only	$20.00
Kaikohe Memorial Hall – Main Hall only	$50.00	Full day or hourly only	$15.00
Kaikohe Memorial Hall – Bond	$150.00	Full day or hourly only	$25.00

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Wastewater

Any works on Councils wastewater networks can only be undertaken by Council approved contractors. Excludes charges included with rates.

Activity / service	
Administration fee for a wastewater connection	$49.00
Administration fee to build close to/over or excavate close to a public sewer not within a legal road*	$49.00
Upgrade or modify existing connection	Quote to be provided
New connection provided by Council's contractor up to 150mm main (includes connection to main and one metre of pipe from Council main)	Quote to be provided
New connection provided by Council's contractor to mains greater than 150mm or connection lengths greater than one metre or where a manhole / chamber is required	Quote to be provided
New connection to a pressure wastewater network provided by Council's contractor	Quote to be provided
Inspection by Council officers of connection work not undertaken by Council's contractor (single connection)	Quote to be provided
Inspection by Council Officers of connection work not undertaken by Council's contractor (multiple connections)	Quote to be provided
Wastewater connected rate for all new connections Where a property connects to sewerage after 1 July in any year, the connection fee will include a sum in lieu of a rate. The amount of the fee will be calculated on the basis of one twelfth (1/12) of the relevant capital, operating and additional pan rates for the scheme concerned for every complete month until 30 June in the following year.	
Service availability charge where a new wastewater connection is provided but the property does not connect Where sewerage is made available to a property after 1 July in any year but the property does not connect, the connection fee will include a sum in lieu of a rate. The amount of the fee will be calculated on the basis of one twelfth (1/12) of the relevant availability rate for the scheme concerned for every complete month until 30 June in the following year.	
Approximate marking of single location services of mains with minimum three days' notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 day notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 day notice or location of mains over a wide area	Quote to be provided
Urgent location of mains	Quote to be provided
Inspection of onsite wastewater system by Council Monitoring Officer*	$97.00 per hour
Sampling of onsite wastewater system by Council Monitoring Officer	Actual costs

*If site visit required additional costs of staff time, administration and mileage apply.

Approved commercial operators discharge fees	
Cubic metre rate	$33.00 / m^3
Lost card replacement	$35.00 per card

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Water supply

Any works on Councils' water supply networks can only be undertaken by Council approved contractors. Excludes charges included in rates.

Activity / service	
Administration fee for a water connection	$49.00
Administration fee to build or excavate close to a public water main not within a legal road*	$49.00
Water connected rate for all new connections	
Where a property connects to water after 1 July in any year, the connection fee will include a sum in lieu of a rate. The amount of the fee will be calculated on the basis of one twelfth (1/12) of the relevant capital rates for the scheme concerned for every complete month until 30 June in the following year.	
Service availability charge where a new water connection is provided but the property does not connect	
Where water is made available to a property after 1 July in any year but the property does not connect, the connection fee will include a sum in lieu of a rate. The amount of the fee will be calculated on the basis of one twelfth (1/12) of the relevant availability rate for the scheme concerned for every complete month until 30 June in the following year.	
Non-standard water connections including meter and meter box	Quote to be provided
Standard 20 mm water meter connection in footpath within five metres of main	Quote to be provided
Standard 20 mm water meter connection in berm within five metres of main	Quote to be provided
Relocation of existing service or meter	Quote to be provided
Approximate marking of single location services of mains with minimum three days' notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 day notice	Quote to be provided
Accurate marking of mains including excavation with minimum 10 days' notice, or location of mains over a wide area	Quote to be provided
Urgent location of mains	Actual costs
Meter checking fee (calibration check – refundable if meter incorrect)	$491.00
Restrictor installation	Quote to be provided
Special meter readings	$98.00
Standpipes metered (Direct from Broadspectrum) (Remove section)	
Weekly hire (minimum charge one week)	Remove
Charge rate per m^3	Remove
Bulk water supply	
Bond	$2,051.00
Annual administration fee (covers billing and vehicle inspection)	$684.00 for first vehicle $353.00 for each subsequent vehicle
Charge rate per m^3	Standard domestic rate in the area concerned

*If site visit required additional costs of staff time, administration and mileage apply.

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)

Water by meter rates		
Potable water	Per M^3	Information to be supplied from final 2023/24 rates calculations.
Non-potable water	Per M^3	
Non-metered rates		
Non-metered potable rate	Per SUIP	
Non-metered non-potable rate	Per SUIP	

Location of services	
Marking of approximate services locations	
Urgent (within 24 hours)	Quote to be provided
Programmed (within 3 days)	Quote to be provided
Dig up and locate (10 days' notice)	Quote to be provided

Note: All fees are GST INCLUSIVE at the current rate of 15% unless otherwise stated (where applicable)


WHAKAPĀ MAI
CONTACT US
www.fndc.govt.nz
Phone (09) 401 5200
Freephone 0800 920 029
5 Memorial Avenue
Private Bag 752
Kaikohe
© FNDC 2023
HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

COPY

ITEM : 9.2

TO : COUNCIL

FROM : GM: FINANCE & BUSINESS PERFORMANCE

WRITER : IAN SIVYER, GM FINANCE & BUSINESS PERFORMANCE

ISSUE : KERIKERI CIVIC TRUST LOAN GUARANTEE

Executive Summary: This report is to update Council on the loan guarantee agreement for the Kerikeri Civic Trust. This report also seeks support for Council to continue to guarantee the loan and cover interest payments.

REPORT:

1. Background

In 2004, Council resolved to guarantee a loan of $1.5 million for the Kerikeri Civic Trust, to construct the Centre at Kerikeri, based on a Memorandum of Understanding between Council and the Trust signed in 2003. This was subsequently increased to $1.9 million in 2005. As part of this MOU and guarantee, Council has paid the interest costs for the loan. The present loan agreement expires on 13 May 2010.

Following discussion at the February Audit and Finance Committee Meeting, the General Manager Finance and Business Performance was requested to work with the Civic Trust to obtain competitive quotes for a new loan. Quotes were obtained from both Westpac (the existing provider) and ASB Bank (Council's primary banker). The renewal terms offered by Westpac were the best offered, and are:

Term: 3 years

Amount: $1.9 million

Interest Rate: Floating at a margin of 1%. At the time of the offer, this equated to a rate of 4.2% on a 90 day basis. There is an option to convert to a fixed rate at 5 banking days notice. On current interest rates, the annual cost to Council would be $80,000, less than half the current cost to Council.

Prepayment: As Council has provided for potential repayment of the loan of $113,000 per annum from 2011/12 through to 2018/19 in its Long Term Community Council Plan, the terms allow for partial repayment of principal at 5 banking days notice. In addition, the Trust's operating company is working on initiatives to generate more income, which could assist in repaying the loan.

The guarantee document has been reviewed by FNDC's Legal Services Team. The document is in standard form, but needs some changes for Council. These will be worked through between Council's legal team and Westpac before signing.

2. Options & Assessment

If the loan is allowed to expire in May 2010, the bank is likely to request repayment of the $1.9 million from Council as guarantor. By continuing with the guarantee under the revised terms, Council will incur reduced interest costs (refer to Section 3 of this report, Financial Implications).

3. Financial Implications

Savings over interest payments of $80,000 per annum at present interest rates. Further savings as loan is repaid in the future.

4. Policy Context

Council has an established strategy on this matter. It is in accordance with the Council resolutions in 2004 and 2005. It is also in accordance with the Memorandum of Understanding (Appendix A) that was signed in 2003.

5. Implications for Māori

There are no specific implications for Maori over and above any other ratepayer.

6. Community Board Views

There are no specific implications for Community Boards.

7. Legislative Compliance

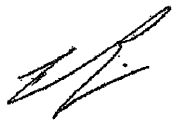
The relevant legislation in relation to this issue is Section 12 of the Local Government Act. The information provided in this report and the recommended resolution complies in all respects with relevant legislation.

In relation to Section 79 of the Local Government Act 2002, this issue is considered to be of low significance.

RECOMMENDATION:

That the report, "Kerikeri Civic Trust Loan Guarantee", be received;

And that Council approves the continuation of the guarantee and interest payments under the terms offered by Westpac in accordance with clause 4 A & B of the Memorandum of Understanding between Far North District Council and the Kerikeri Civic Trust.



Ian Sivyer
GM: FINANCE & BUSINESS PERFORMANCE

20 April 2010

Q:\Shared files\AGENDA items - all\Council\2010\29 Apr 10\9.2 Kerikeri Civic Trust Loan Guarantee.doc
20-04-10 16:34

APPENDIX I

MEMORANDUM OF UNDERSTANDING

BETWEEN **THE FAR NORTH DISTRICT COUNCIL** (the Council)

AND **THE KERIKERI CIVIC TRUST** (the Trust)

BACKGROUND

A. Both parties are committed to the provision of a new facility for the Far North District to be developed in Kerikeri to provide for the performing and creative arts and indoor recreation needs of the community and to serve as a base for a Centre of Excellence to be established ("the project").

B. The Trust is recognised as the body which has undertaken the role of raising the necessary funds and to build a new complex in Cobham Road, Kerikeri and to appoint a community based Management Committee to operate such facility.

C. The Trust now requires the sum of $1.5 million dollars either by way of a cash grant or several cash grants plus its other revitalised fundraising efforts or failing that by way of underwriting, to enable it to draw down major funding from external charitable trusts and secure other donors to enable construction to start on the new facility.

D. The Trust has made an approach to the Council to provide a guarantee to enable the project to commence while the Trust continues fundraising the guarantee to be for a maximum of $1.5 million dollars.

E. The Council, having satisfied itself as to the prospects of success of the Trust's fundraising efforts, has agreed to enter into a scheme of arrangement to enable the Trust to proceed with construction and to enhance its (the Trusts) ability to secure the necessary funding on the

basis that any call on the guarantee is contingent on the Trust fundraising target not being fully achieved.

F. The Trust has employed the services of a professional fundraising organisation. The Trust acknowledges that in addition to the efforts of the professional fundraiser, that it has an obligation to demonstrate genuine intent to energetically fundraise itself, and to exhaust all avenues to achieve its fundraising targets with the objective of ensuring that the Council will only be required to provide the guarantee as a last resort.

IT IS HEREBY AGREED

1. The Trust will establish a six monthly meeting programme including a written report to the Council; the report to be on fundraising progress.

2. The Trust will develop a quarterly newsletter to keep all interested parties informed as to progress on fundraising.

3. The Trust will continue with its fundraising efforts in order to secure the balance of the funding needed to provide for the community a new Bay of Islands Cultural Centre incorporating the proposed New Zealand Centre of Excellence.

   The Trust has identified Stage I of the project and this has a budget of $5.675 million dollars (as at 30 June 2003) and the balance of fundraising referred to in this clause is $1.6 million dollars.

   The Trust will give first priority to raise the $1.6 million dollars but will not be precluded from accepting funds for other specific purposes if this is deemed by Council to be advantageous to the project. These funds (if any) will be held separately from those held for Stage I.

   The above clause shall not be used by the Trust to shelter funds from the Trusts first obligation to repay the total amount of any principal owing to its banker including the $500,000 referred to in clause 6.

4. The Trust will if cash flow requires seek from its bankers a loan to a maximum of $1.5 million dollars on the following basis:

   (a) The application for loan will be supported by a guarantee from the Council to the level required by the Lender

   (b) The Trust will endeavour to secure an interest only loan with flexible repayment options and the Council will pay the interest as it falls due.

5. That the Trust will undertake that from the drawdown of any loan facility any monies received by the Trust as the result of continuing Stage 1 fundraising efforts will be applied to the reduction in the amount of the loan principal thereby reducing the interest cost to the Council; provided that no reduction shall be made until final costs of Stage I have been provided for.

6. Five years after the guarantee is triggered, the Council shall have the option to call up any liability under the guarantee from the Trust provided that if the balance is less than $500,000.00 the Council will write off the liability of the Trust by using its statutory powers to raise the funds by a charge on properties in the Eastern Ward (or the same area if subsequently renamed) on terms fixed by the Council.

7. In the event that the Council is required to indemnify the Trust for unfunded principal by way of a rate, per clause 6 above, the Council be credited with an equivalent value of access to the Cultural Centre over the period of the rate by way of a discount on seat prices or such other method the Trust through its Management Committee deems appropriate; the distribution of such discount to be agreed between the Council and the Bay of Islands Cultural Centre Management Committee.

8. The Council agrees to publicly endorse the Stage I fundraising by any reasonable means when requested by the Trust and to encourage new donors to come forward.

9. It is also agreed that before assent is able to be given to this agreement by Council that the following conditions are met to Council's satisfaction:

   (a) A three year business plan for the Cultural Centre is produced showing estimated operational income and expenditure and key assumptions made in its creation. And that this business plan be signed off by two trustee members and two community members of the management committee, and that the business skills of the management committee be outlined in that business plan.

   (b) That the Trust produces a statement to the effect that it intends to own and operate the Cultural Centre after its construction and to direct the ongoing management of the facility.

   (c) That the Trust produces an up to date report on building cost estimates signed by the Project Manager.

For the Kerikeri Civic Trust

NAME	SIGNATURE	DATE
Brian Roberts	[signature]	23/7/03
Bruce A. Munson	[signature]	23/7/03
CAROL S. MAHER	Carol Maher	23-7-03
DENISE DEARSLEY	[signature]	23.07.03
MARION RAE DAVIES	[signature]	23.07.03
JOHN LIONEL GRAHAM	[signature]	23.7.03

Memorandum of Understanding v2 01.07.03

MURRAY RONALD FORSYTH 23/07/02

ERNEST LESLIE WATSON 23/07/03

DOUGLAS ALLAN TURNER 24/7/03

MICHAEL WALLACE SIMM 24/7/03

For the Far North District Council

Yvonne Snap ..... Mayor 6/8/03

CLIVE A MANLEY 6/8/03

Westpac

PricewaterhouseCoopers Tower
Level 13, 188 Quay Street
PO Box 934, Auckland,
New Zealand
Telephone: +64-9-367 3999
Facsimile: +64-9-367 3676

24 March 2010

The Trustees
Kerikeri Civic Trust
C/- Ian Sivyer,
GM Finance and Business Performance
Far North District Council
Private Bag 752
Kaikohe 0440

Dear Ian,

OFFER OF CONTINUATION OF FUNDING FOR KERIKERI CIVIC TRUST

We are pleased to present our offer of continued finance for the Kerikeri Civic Trust. Please also find enclosed a copy of our guarantee and loan documentation for the review of the council as requested.

Our mission at Westpac is to "earn all our customers business" so we place a high value on developing relationships that delight our clients. I am personally committed to providing all resources necessary to meet and exceed your expectations to continue delivering the services we are offering. We look forward to continuing and growing a mutually successful banking relationship.

Should you require any further information about our proposal, please feel free to contact me on either of the following numbers;

Phone	(09) 367 3842
Cellphone	0274 400 559
Email	simon_copeland@westpac.co.nz

Kind regards

Simon Copeland
Senior Corporate Manager
Westpac New Zealand Limited

Westpac New Zealand Limited

Rate Increase Annual Plan 2023-24

Opening Rate AP Workshop 28.02.23			**10.69**
Changes actioned from workshop		**Total Value**	**Rate Impact**
Contractor & Professional Fees	**-**	**761,198**	**-0.76186**
Release external legal cost provisions not being utilised	-	256,223	-0.26
Provision for contract increases RSL		7,576	0.01
Provision for contract increases for swimming pools		13,254	0.01
Delay start of maintenance contract for Waipapa Sports Hub	-	102,501	-0.10
Remove half budgeted costs for Tree/ Palm Management	-	125,050	-0.13
Reduce budget for bylaw monitoring & consultant fees	-	112,000	-0.11
Reduce budget for FN2100 & regional accessibility strategy	-	60,000	-0.06
Distric Plan implementation per AP workshop 28.02.23		850,000	0.85
Russell landfill closure (additional budget to come from better off fund)		180,000	0.18
Reduce Project Feasibility budgets	-	399,750	-0.40
Reduce Conditional Assessments budget	-	400,000	-0.40
Reduce Ventia reactive works budget	-	150,000	-0.15
Professional Services Unit recovery updates	-	206,505	-0.21
Travel & General Expenses		**30,000**	**0.03**
Non-regulatory/ incentive policies for District Plan acitivities		30,000	0.03
Grants & Donations	**-**	**99,000**	**-0.10**
Release placemaking funds from Eastern Ward FY24 only	-	99,000	-0.10
Interest Cost	**-**	**100,641**	**-0.10**
Reduction to interest of loans from FY23 capex reforecasting	-	100,641	-0.10
Vehicle & Property Costs		**37,051**	**0.04**
Reduction to interest of loans from FY23 capex reforecasting		37,051	0.04
Depreciation	**-**	**1,142,767**	**-1.14**
Reduction to depreciation for current projects FY23 capex reforecasting	-	1,142,767	-1.14
Closing Rate AP Wokshop 28.02.23			**8.66**
Further Changes		**Total Value**	**Rate Impact**
Fees & Charges		**477,164**	**0.48**
Water by metre to bring inline with rate FIS		477,164	0.48
Allocations, rounding and internal changes	**-**	**98**	**0.00**
Personnel		**49,147**	**0.05**
Changes from realignment		49,147	0.05
Contractor & Professional Fees	**-**	**288,964**	**-0.29**
Rate Review/ GIS Mapping, Finance		20,000	0.02
Cemeteries Management non capitalisable components budget increase		9,600	0.01
Reduction to Ventia Contract for additional FTE provided by FNDC	-	158,718	-0.16
Maintenance budget for Ferries per resolution 2023/39		311,998	0.31
PSU recovery - realignment updates	-	456,274	-0.46
Updates to Drainage planned works 23-24 per cmmittee		144,627	0.14
IBIS fee increase		5,000	0.01
PSU recovery updates	-	197	0.00
Project Darwin savings on opex	-	165,000	-0.17
Interest Cost	**-**	**453,257**	**-0.45**
Reduced loans from capital projects reforecast	-	453,257	-0.45
Separate Funds	**-**	**151,748**	**-0.15**
Draw from Drainage Reserves per committee	-	151,748	-0.15
Depreciation	**-**	**528,359**	**-0.53**
Reduced from capital projects reforecast	-	528,359	-0.53
Current Rate Increase			**7.75**

6.2 DISTRICT-WIDE RATING FOR WATER SUPPLY AND WASTEWATER PROPOSAL DELIBERATIONS.

File Number: **A4220108**

Author: **Jo Boyd, Corporate Planner**

Authoriser: **Janice Smith, Acting Chief Executive**

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to provide background information and to present financial considerations to assist in decision-making for the district-wide rating of water and wastewater proposal

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The statutory purpose of the Annual Plan is to confirm differences from what was proposed in the corresponding year of the current Long-Term Plan 2021-31.
- Council agreed to discuss the proposal to amend the rating methodology for water and wastewater rating in a separate consultation process
- Consultation commenced on the proposal for change on 21 November 2022 and ran for an extended period to February 2023.
- The purpose of this deliberations report is to provide the information required to enable Council to make a final decision on the suggested change to rate methodologies

TŪTOHUNGA / RECOMMENDATION

That Council:

a) **adopts the proposal to change to a district-wide targeted rate for water supply and wastewater services**

b) **amends its Revenue & Financing Policy to include the change for implementation 1 July 2023.**

1) TĀHUHU KŌRERO / BACKGROUND

There is an increasing challenge in our district to fund water and wastewater. Currently these services are funded through capital and operational targeted rates, with the capital rate calculated on a scheme-by-scheme basis. As part of the previous rate review, it was proposed to change to district-wide targeted rating for reticulated water and wastewater services because it was identified that for communities with a small number of ratepayers, the scheme-based costs were becoming unaffordable.

Since then, costs continue to increase, assets continue to age, and stricter compliance requires a higher level of service. There is also a clearer picture of the future impacts of *not* taking immediate action to resolve water infrastructure issues.

The proposal that was consulted on was to remove the current scheme-based targeted rates for water and wastewater and replace them with a district-wide targeted rates. This would impact ratepayers connected to (or able to connect to) the 15 wastewater schemes and those properties receiving piped water from our nine water treatment plants. Some ratepayers would experience a net increase in their rates while others would experience a decrease. It would not affect ratepayers who are not connected to (or not able to connect to) any Council wastewater or water scheme.

We proposed this changed to make sure we:

- Achieve compliance
- Support growth
- Manage affordability
- Prepare our communities for the Water Services Reform Programme.

Engagement

Consultation commenced on the 21 November 2022 to 16 February 2023. 213 submissions were received during that time. One additional last submission was received and added into the submission schedule, but not counted as part of the analysis, however their comments and submission were included in the complete submission set provided to Elected Members. 155 submissions were received via the 'have your say' page on the FNDC website and the remaining 58 submissions were either via the inbox (48) or hardcopy form (10). Five submitters wished to have their submissions heard verbally, however when contacted only four submitters wished to be heard. An initial date of the 29th of March was postponed to the 6th of April where four submitters verbally presented to council.

Final analysis

All submissions were provided to Elected Members for review. Final analysis was based on the initial question proposed in the consultation: 'Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate, instead of a scheme-based rate?'

Total by filtered scenario	**Support**	**Does not support**	**N/a**	**Total**
Able to connect to reticulated water and/or wastewater, but not connected through choice	3	11	-	14
Connected to both reticulated water and wastewater	21	31	1	53
Connected to just reticulated water	6	13	-	19
Connected to just reticulated wastewater	15	34	-	49
Totals	**45**	**89**	**1**	135

Noted that in the comments received for connections to reticulated just water or wastewater, the submitters assumed that they would then be charged for both services regardless of if they received both services or not. This resulted in a larger 'do not support' response.

Totals by grouped filtered comments*	**Support**	**Does not support**	**N/a**	**Total**
Additional costs to ratepayer	-	2	1	3
Affordability	6	26	-	32
Fairer system (Inc regional / improved wellbeing / environment)	46	-	-	46
Inequitable system	2	37	-	39
Infrastructure investment and/or compliance	7	4	-	11
Misunderstood proposal/not enough information provided	-	4	2	6
Prefers current system	-	8	1	9
User pays	4	47	2	53

** Responses grouped and calculated based on actual responses to the question proposed.*

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Further to this consultation taking place, government has revised its 3Waters approach, including a name change to Affordable Water Reform Programme with a re-focus on the impetus for the reforms being to improve the affordability of water services. A number of key changes including the number of WSE's from four to ten, a staggered establishment date and each territorial authority owner appoints one territorial authority representative to the regional representative group.

The main change that impacts this proposal is the staggered establishment date, as the Northland entity will not change. Progress is already underway in the transition of water services into the new entity and it is possible that Entity A could continue its current trajectory, which would include changing the process for district-wide rating of water and wastewater.

There is also the possibility that any reforms will be repealed by any new government should there be a change in government.

Option 1 – Change the rating system as proposed (recommended)

With regard to the Affordable Water Reform, Council will stay within Entity A, and indications from government are that all entities will require a district-wide targeted rate for water supply and wastewater. By changing to a District Wide rating methodology this will align with the current Affordable Water Reform Programmes timeframe, even if there is a staged transition.

Option 2 – Keep the current targeted rating system for water supply and wastewater

Leave the decision to lie on the table until such time that further progress is made in the reforms space and/or central government elections have occurred and programme either continued or repealed. This would then allow a possible change to district-wide rating to occur 1 July 2024 or 1 July 2026.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

All submissions have been collated and analysed. To facilitate Council decision making staff have analysed feedback and provided recommendations for Council to debate and, if desired, amend. The decision made at this meeting will come into effect on 1 July 2023. All submitters to this proposal will be notified in due course.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The decisions made at this meeting determine the financial implications and the district-wide targeted rate for water supply and wastewater for the 2023/24 financial year.

ĀPITIHANGA / ATTACHMENTS

1. DW Rating Comments Relating to the Proposed Change. - A4214023 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Significance of the proposed changes to the schedule of fees and charges is assessed as medium/low.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The proposed change is relevant to the rating remission policy 2021, Local Government (Rating) Act 2002 and community outcomes of Communities that are healthy, safe, connected and sustainable, proud vibrant communities and a wisely managed and treasured environment that recognises the special role of tangata whenua as kaitiaki.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The proposal has relevance to those affected who can connect or are already connected to water supply and/or wastewater.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Consultation was carried out in accordance with section 83 of the LGA.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Those identified have been contact directly through the consultation process and those who provided feedback have been acknowledged.
State the financial implications and where budgetary provisions have been made to support this decision.	No financial implications exist, it is a transitional change from an individual targeted to a district-wide targeted rate.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 49

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Choice is important in life , the more people that choose to not connect to reticulated water the less pressure on the system. I collect rainwater off my roof, have invested in multiple tanks, so I don't need nor want reticulated water. I also have a good septic system that doesn't impact any waterway, nor anyone else. I don't think it's fair to force me to pay for others choosing to be connected to a system that damages our river, and runoff that damages our oceans.
Is there anything else you would like to tell us?
I won't pay a rate for something that is inherently wrong.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 63

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
1. I will end up paying more for a system i dont intend to use. 2. The areas receiving the discounts have been the major beneficiaries of our rates for years. So it is fair they pay more. 3. I dont think its a practical use of the limited budget to plan to pipe water everywhere.
Is there anything else you would like to tell us?
The rates i pay for a bare section with no connected services are the same as what my fully serviced home owning friends are paying in auckland. Your proposal is not fairer for me.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 71

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We have tank water why should we pay for extra water charges. Paying for something we do not use just like the sewerage system. Will not pay this. We are pensioners paying $4,000 per year and do not have the money for this.
Is there anything else you would like to tell us?
I do not agree to this. You are just skimming extra money off people who don't have it.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 87

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
My property is in an area where it is possible to connect to reticulated water supply but not waste water. This means my water rates will increase from $117 to $508 over the next 3 years. Given that I am not even connected to the water supply, I think this increase is excessive. Some years ago the council consulted with residents in the area to see if they wanted to have a reticulated water supply - the majority did not, however council decided to put in the water supply anyway. Given the difficulties of maintaining the town water supply in dry summers, I think the council should be encouraging residents to have their own water tanks, not penalising them for that.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 121

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
It is unfair when the connection to property cost is not included. I would be required to fund a pumping station for waste water due to topography and the house is 400m from water connection. The cost would be over 10,000 with reinstatement costs for digging up roads etc.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 139

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Rate payers pay more than enough in annual rate fees

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 142

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I have an empty section, am not connected, and why I have to pay such a huge amount for NO services at all from council, is criminal.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 148

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The FNDC have not contributed to any of our setup or ongoing costs to do with our water or wastewater. Our setup imposes no costs on the FNDC whatsoever. Your suggestion is therefore daylight robbery and local government overreach at its worst. How come only 6wks about the local elections, where there wasn't a peep that this was an agenda item, has it now raised its head? DISGRACEFUL.
Is there anything else you would like to tell us?
In case you've missed it, we have high inflation which has added another $120/wk to our grocery bill alone. If your salary is so high that you've missed this, then let me tell you that ours isn't and making our costs higher for no service whatsoever is b

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 164

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I live in two properties that could be connected to water services but are not, I collect my own water off the roof and have my own septic system. I don't see why I should pay any water rates.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 176

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I have read your paper on water and wast water , re rating changes. We came to Kerikeri to get away from Auckland and this sort of money grabbing nonsense. We have three property's in Kerikeri. Our home is down Davis Strongman Place to avoid Council water and and wast water, and spray drift . We have a section in Landing Rd for us to retire to where water runs past ,we are not connected to it. We have a property on Cobham Rd zoned industrial, where wast water runs passed but we chose not to connect to it because the extra cost was considerable and to much for the tenants to pay. On this property the Council took a large part of my property for storm water drainage and wast water drainage and offered me nothing for it, not even a thanks very much . That nearly bankrupted me. And now you want to charge me rates for water and wast water that I won't even use. I believe in user pays , not neighbor pays . People come to Kerikeri to retire or to live a simple uncomplicated life , not to join the rat race and become a suburb of Auckland.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 45

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Sounds fair for everyone

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 65

Which scenario best describes your situation
Able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Much more sensible. Small communities could not afford major financial costs

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 182

Which scenario best describes your situation
able to connect to reticulated water and/or wastewater, but not connected through choice
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I am taking this opportunity to object to the proposed water rate policy change. I own two properties neither of which are using council water or waste water. Both can connect to council services. I recently put in two concrete water tanks at my own home to collect rain water. I also have my own waste water treatment tanks. After going to considerable expense to be self sufficient I strongly object to being charged for services I never have any intention of using. I agree with across the board charging for everyone who is connected regardless of where they live but to levy people not requiring these services is totally unjust. We place no burden of council water supply nor add to the amount of water water needing treatment. Kerikeri infrastructure is already operating at maximum capacity. People should be encouraged not to add to this burden. This policy change will have the opposite effect. I also have a vacant section in the hokianga. All services have been disconnected. I already pay high rates but receive nothing in return. I can't see the justification in levying vacant landowners for water supply and removal. This is not a fair or equitable policy change. A uniform charge seems fair. Charging landowners who do not use these services is not.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 9

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I would not want to see my water rates go up in any way due to others not paying rates or rates going up due to further consumption than what I am using.
Is there anything else you would like to tell us?
Yes I'd like my water rates to go down

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 15

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Happy as it is

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 27

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Based on your projections we will pay a lot more for the same services when every other part of the region either pay less or a lot less
Is there anything else you would like to tell us?
I understand that these important part of infrastructure has been neglected in all these years and now this type of work has become incredibly expensive but the proposal is making it impossible to maintain a household on a budget

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 31

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I pay to be connected, but have my own water supply.This new FNDC scheme doesn't address my ability to provide for myself, rather it punishes financially people who are off the great tit by treating us all as equally incapable
Is there anything else you would like to tell us?
Stop charging me to be connected for water I don't use

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 35

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
For the long term, this will lead to inefficent allocation of resources, and encourage building residential units without water tanks and on-site sewerage processing. The present system favours population growth where services are cheapest.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 38

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
This is unfair to have larger towns paying for the small areas

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 39

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The benefit will almost disappear in 3 years time for Kerikeri which is likely to mean zero benefit in 5 years time Your calculation is incorrect for the 22-23 Kerikeri. Your calculation is -165 but it should read -105 which raises a red flag for the behind the scene calculations.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 47

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Higher usage in areas such as Kerikeri with a considerable multiplying population as opposed to less populated and under valued areas such as Kaikohe, Ohaiewai etc means the low socio-economic population are paying for the higher socio-economic population.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 50

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
1) Not all locations in the district have access to the same utilities and quality of service, and therefore should not be charged the same as other areas that have access to more utilities and experience better service. 2)Lower income areas will be paying more over the four year cycle, but still experience lower quality service, whereas higher income areas will be paying less over the four year cycle but still experience better service. 3)Instead of a flat rate for all, high volume users should be charged more to cover the additional fees for improving and developing infrastructure, whereas low volume users should pay for their fair share. 4)"Much needed upgrades" would not be required if a more regular maintenance schedule was followed. Any upgrade costs should be distributed fairly depending on your volume usage rate, not over everyone equally. Low volume users should not be penalized for being conscious of saving water.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 51

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
If you are going to set charges across the district, you need to be in charge of provision across the district. If Kohukohu succeed in getting a very expensive and unnecessary land-based wastewater system, they should pay for it. If you are the experts in wastewater and water, you should be managing the provision instead of letting it become bogged down in endless local discussions of unaffordable schemes.
Is there anything else you would like to tell us?
If FNDC were to get a grip and properly manage water and waste water systems, then of course it would be fairer to charge the same across the board - for a similar level of provision, responsiblity and accountability.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 54

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I think you should only pay for the water and wastewater that you use. It seems unfair to charge everyone the same when some use water to fill pools etc that others don't have. We the rest of the community should not have to make up for the use of others.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 60

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We are with doubtless bay water scheme and pay to much for water which no one person or group should own

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 67

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
It doesn't make financial sense for me in particular to choose the scheme because I live in Kaikohe. If I could stand to drink the water here I might accept the changes but out water smells and tastes like bleach. It is odd to say the least.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 79

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
With rates ever going up, I dont think its fair to add MORE money every year for the next four years ro Kaikohe where I live and a discount in other areas, They should be paying more as there is a larger population. I completely disagree with this proposal, we cannot afford this and we dont get anything further from it. You say its becomming expensive for everyone, yet you want to make the lower socio-economic areas have to pay more, whilst the Kerikeri etc get discounts. NO. I DISAGREE. I think it is only fair that it remains as is.
Is there anything else you would like to tell us?
As above, I completely disagree. It is not a fair proposal and does NOT benefit everyone at all. We are already sturuggling to pay our ever increasing rates, we just cannot afford the proposed $651 increase over the next few years. It will literally cripp

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 80

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
It will cripple many home owners

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 83

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am a single mother of 2 children who can barely afford to live without having to pay higher rates when other places with higher income levels like kerikeri get theirs lowered.
Is there anything else you would like to tell us?
Since I have owned my home (18 momths) my rates have risen to almost beyond my capability to pay. If u raise water costs I have zero idea how me and my kids will survive.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 92

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I prefer the current user pays rating model

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 95

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The scheme based rate system means that those who benefit from a scheme pay for it, which is fundamentally fair. The proposal is not fair or equitable for many reasons, including: (1) Scheme users are the same people who receive a reduction in costs as they no longer have to maintain their own water collection / sewage disposal systems; (2) Scheme users receive most of the environmental benefits, as they live in the area; (3) Where septic tanks are replaced, section sizes can be reduced, allowing extra subdivision to occur- a windfall profit to the landowner, which would significantly exceed the extra rates cost. Other ratepayers should not have to subsidise this private profit; (4) Where a scheme becomes necessary due to subdivision, the correct mechanism to charge for this is the development contribution, dropped by Council many years ago; (5) Spreading costs across the district could be used to subsidise services for people who connect but do not pay rates. Putting in a scheme conditional on local rate payment is a good opportunity to raise and resolve these non-payments; (6) Spreading costs across the district may well mean that small schemes miss out on subsidies from central government as the projects are now fundable by FNDC; (7) Many people have paid significant rates in the past to buy new or upgraded schemes- these ratepayers end up with a very unfair situation where they have had to pay for their schemes, but now they have to also pay for everyone else's.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 99

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Because my house is in Kaikohe and the highest costs are in Kerikeri. The vast differences of income and access to services is skewed towards Kerikeri people already having immense privileges while Kaikohe is under invested in. When Kaikohe had a drought several years back, the town was not supported by other towns. Kerikeri and other coastal places that are treated as holiday homes areas should have higher rates to match the higher property valuations. Kaikohe would also be subsidising Kerikeri business heavily dependent on irrigation without employing many Kaikohe locals.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 104

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am a low user very concerned with water/waste water being charged abnormally. I have been told we secured partial water rights from new dam being made. Why we have to pay extra when we havent been given proper clean water for years. We have run our bores to nothing now requiring us to pay more ridiculous.
Is there anything else you would like to tell us?
Kerikeri should pay more with the horticulture use is not acceptable to me. Tankers from our area to refill their over use.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 110

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Why should i pay for water im not using? Im am only one person and do my best to keep water usage to a minimum already. Those that overuse water should carry that cost! Not us small users, unfair proposal.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 111

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
While I think it's fair the user pays, it appears your chart of future rates based on this scheme, will affect the people who can least afford it, i.e. Kaikohe in the short term and Kawakawa in the long term. I'm not saying this isn't something that should be considered however areas such as Kerikeri (where I live) have a negative rates adjustment yet there are quite wealthy people in Kerikeri (not me) who can afford it. I lived on Waiheke for 12 years and I agree, having people rated off the island is not good practice. Particularly for those who have lived there for generations and have either had to subdivide or leave. I honestly don't know what the answer is except less population!

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 117

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
At this stage I see that Kaikohe will be amongst the highest areas having an increase in rates, places like Hihi, Kaeo, Kawakawa, Keri keri, Kohukohu, Opononi, Whangaroa all have amounts taken off their rates when most of these are out of the way places, why should Kaikohe who are most central have to compensate these places. I know there is a proposal that more housing will be going ahead in Kaikohe and Kawakawa, also we have the prison in the back yard who has been draining our town supply water in Kaikohe for years, not even sure if it has unplugged from our system yet??/

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 127

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
we currently own 316 Kerikeri road. We have a 25 meter frontage on this road with a rental unit. we now pay $8300 in rates which includes waste water. Water supply is on top of this. We are pensioners and find this rate a huge burden. I suspect this amalgamation will mean we pay more. we can not afford any more!!

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 132

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The poor will again subside the wealthy. It's an entitled scam on those least able to afford it

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 133

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
As a rate payer that resides in paihia, we already suffer with the outrageous rates charges in this district. This will further increase financial pressure on us rate payers.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 137

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I object on the grounds that I do not wish to pay increased rates to cover people who choose to live in outlying areas. If the time comes that the rates in my area increase to cover costs, I would not expect people in other communities to help pay it. I appreciate the socialist idea, but do not support it.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 143

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I can't afford what we get charged now, and in the proposal ours goes up, not good enough, as we don't get enough services for what we pay now.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 152

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I'm happy with what I pay now

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 171

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Hard to agree when I don't have enough information.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 210

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Submission re future rates. 1. Wastewater: I am a direct descendant of Tupuna's of Te Uri O Hua Hapu, along with many others in Ngapuhi Nui territory. My whangau do own and are shareholders on whenua which is affected by this rating system, which after viewing council proposal, does not appeal to me. The fact that this sewerage system was introduced with half the village residents being tenants at our meetings wasn't what we considered fair. The landlords are residents in e.g. Ruakaka, not at all what we call similar status? So will our rates go to maintain the richer property owners needs? = NO MORE = We lost a lot of our whenua thru colonisation and this looks like another "CON-JOB". People should look at researchers on Waitangi Tribunal Claims for Ngapuhi and not accept what officials quotes, as genuine and beneficial for us all. Septic tanks bran new, would have cost less than the sewerage system of $6,000,000 and provide work for our own people in NZ. The sewerage ponds in Cumbers Road would be a health hazard future wse, as heavy rain does make it overflow into the Wairoro Awa which travels down to Ngapipito Road and links up with other outflows. (Details removed for privacy) did inform council of that problem, but nothing much was done. Our whanau tends to an old "Wahi Tapu" that is access through a neighbouring property and we usually wash off in Wairoro Awa, named ("Kukune". Kohewhata B1). Our (Detail removed for privacy) father, was buried there in 1990. I did not accept the sewerage system and stayed with the septic tank. The correct name was and is "Wairoro" at the entry to Kaikohe Bridge, opposite the Rawiri Taiwhanga Park, which was Tupuna Land. 2. Water Supply: I am satisfied with the supply but, when used by others like road works, we end up with dirty water. This was done recently, when the road that was damaged by Top Energy vehicles, used, when constructing and delivering supplies for the 3rd Geothermal Power Station, a few years ago, wasn't in a safe condition. So that did affect our customers

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

before the Parakirahi Ngawha Waiariki Pools, were redeveloped. I am one of the Trustees, who are owners along with descendants of original Tupuna.

The ditch on the Ngawha Springs Road, heading down to the pool on the left side does not have one, from he corner or in front of the Lodge building towards the trees next door up from the pools.

At the end of the pine trees growing there, is a rough ditch, that has a drainpipe or culvert installed sloping down covering about 50 mtrs. A continuation of about 100 mtrs to the pools, is no proper ditch or drain existing at all at present, just overgrown grass edge.

In the village, there is a drain that runs the R)side of the first house at our main road and the back of my property supposedly under Puia Street to an outflow opposite. The council had a lot of issues by neighbours but they never did much about it. That drain or creek does not flow out, so it rises at the back of us and the state house section, Puia Street where it sits. As this has been here for years, where the heck did our rates go to? Were they sent to the new developing areas in Kerikeri or paying for Far North District Council Office in Kerikeri.

So, I want areas for richer people to pay a higher rate than us poorer aged ones who are the were the original Tangata Whenua who did a lot of assistance for the settlers of 'Niu Tireni' and were robbed by the Authorities who continues to do so. TOTALLY AGAINST COUNCILS PROPOSAL.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 4

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It's a fairer way to rate residents for public services.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 13

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
There's a net saving for us in Paihia and that infrastructure (particularly the water filtration plant) needs to be renewed urgently. The fire dept have indicated the water pressure can be below the required standard for their needs.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 30

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Based on your projections we will pay a lot more for the same services when every other part of the region either pay less or a lot less
Is there anything else you would like to tell us?
I do not agree with the amount to be charged, overall the increase for my area without change was $514 increase and under new scheme would be $527 increase over the period of the proposal. Charging every property that is connected to Waste and Water $1815

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 33

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I believe water is an essential service and costs should be shared across as wide a group as possible.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 41

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Rates are very expensive for me being just the single bread winner
Is there anything else you would like to tell us?
Credit back rates for those projects that were not deligered in one financial year

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 59

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
If the change is cheaper then yes. Rates & water rates are too high especially for pensioners living in central Kerikeri.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 73

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
A district-wide rate is more practicable long-term.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 74

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Well it's a no brainer really, i would hate to see homeowners and Tenants an area such as Hihi being priced out of affordability for thsse services even though I don't live there. I think a District t wide scheme would be fairer and affordable for the whole of the Far North.
Is there anything else you would like to tell us?
I vote for District wide Rates Scheme 100%

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 75

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Seems fair ish, why not make it the same for the whole region.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 89

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Less cost for smaller population areas

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 93

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
it make sense for the region to better support all surrounding areas and improve infrastructure

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 100

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
More evenly spread costs
Is there anything else you would like to tell us?
We are connected to the Doubtless Bay water scheme for reticulated water which I do not think is a council scheme. If this is the case you may consider my responses as though connected to wastewater only

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 107

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
From the information supplied it seems to be the most cost effective option.
Is there anything else you would like to tell us?
I trust the costings supplied are reliable and not subject to change once you have general approval?

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 116

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It will be more equitable with those on lower incomes still able to access basic water and wastewater services.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 119

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It seems fairer to spread the cost over everyone.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 123

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Long term reductions in rates.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 126

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Probably will work better for district

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 130

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Choosing to support thinking this will decrease my rates which increased by $600 last year in Kaitaia

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 136

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I don't understand either schemes? But I do know I'm happy if it lowers the cost of water and rates. It is a real struggle to get by at the moment for everyone. And I hope this isn't a trick to raise our prices.
Is there anything else you would like to tell us?
Water and rates are huge chunks of a house owners finances it shouldn't be this expensive, even rubbish is ridiculous rate payers who live in their homes shouldn't have to pay for rubbish. I hope the land rates and water rates come down in price because f

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

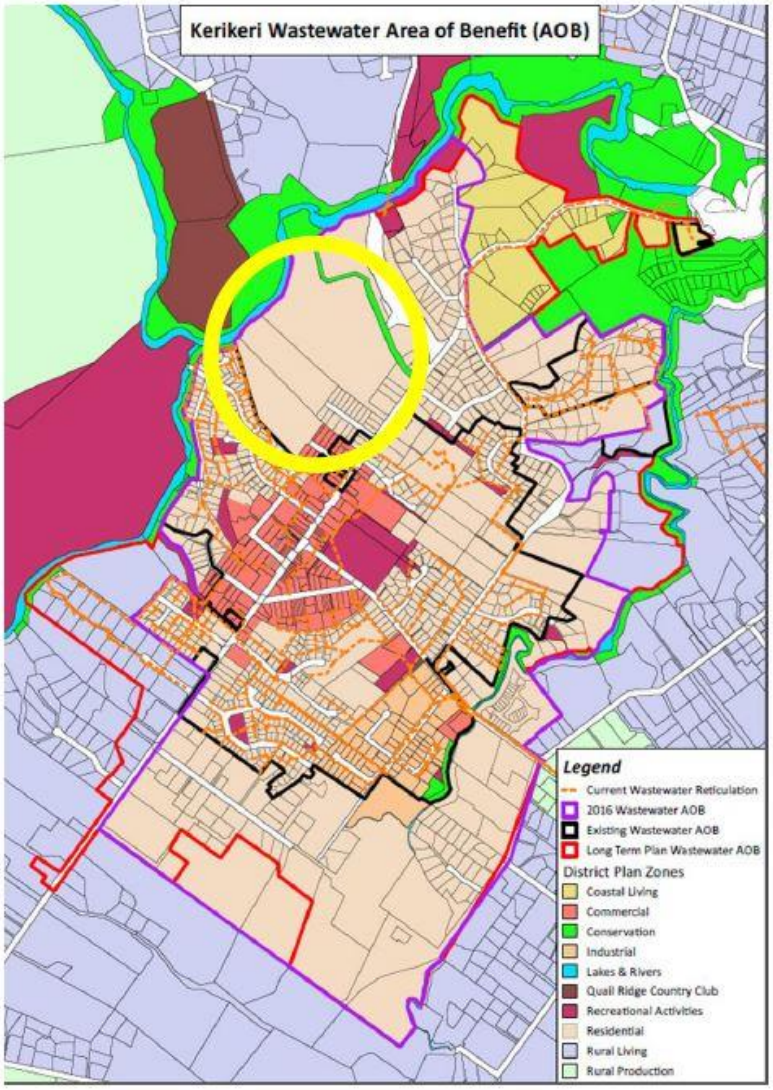
Comments relating to the proposed change

Submission No: 205

Which scenario best describes your situation
Connected to both reticulated water and wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
RE: FNDC Rates – Proposal to Remove Scheme Based Targeted Rates for Water and Wastewater Reticulated Infrastructure This Feedback is provided on behalf of Turnstone Trust. Turnstone Trust owns land at 126 Kerikeri Road, Kerikeri. The land is entirely within the Area of Benefit for the Kerikeri Wastewater Scheme as shown below:

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki



The online Feedback requests responses to the following questions:

What type of connection do you have?

Turnstone land has an existing reticulated connection for Woodlands Motel. The entirety of the land is within the Area of Benefit for the Kerikeri wastewater scheme and there is also existing reticulated water supply.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Do you support that proposal to change the way the Council rates for reticulated water and wastewater to a district wide rate instead of a scheme-based rate and why? Turnstone supports the proposal to change to a district wide rate rather than a scheme-based rate because it is fairer to all ratepayers and everyone benefits as a result of Council managing and providing for growth in an integrated manner. There are areas within the District, subject to significant growth. Alongside this growth is a need to upgrade, extend and increase the capacity of reticulated water and wastewater infrastructure. Appropriate and quality infrastructure benefits all aspects of the environment and communities in the Far North. Turnstone would like to reserve the ability to present their submission in person.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 7

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The hidden problem is the 30 % rise in rates over 4 years. How do you justify that and why are you not being transparent about that to ratepayers
Is there anything else you would like to tell us?
Personally I support the current system where each area pays for its own scheme. I live in Russell. Why should other communities subsidize our scheme. Our sewerage system leaks and previous council politicians and staff have covered up the leaks and disc

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 8

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Rates paid in the area should remain for that area

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 20

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The increase in wastewater rates will have me out of home and pocket alone.
Is there anything else you would like to tell us?
Charges for wastewater have been in place on our section in Ahipara yet there is NO wastewater connection.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 23

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Many people , (including us), use only rainwater. Although we could be connected to reticulated water we have no plans to do so. It would not be fair to charge us for something we don't use. We are connected to waste water but are only in our house 5-6 months of the year. We reside in America the balance of the time.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 28

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We live in Coopers Beach and whilst we could get connected to Doubtless Bay water supply which is a private company. We would need to upgrade our hotwater storage and are happy with our water tanks

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 29

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I have a holiday home that I already pay for the "average"waste water used. WHy would I want to pay even more than the 400% I'm already paying now ? Seem ridiculously unfair to those that don't live in the houses but already pay a full share as if we did.
Is there anything else you would like to tell us?
Holiday houses shouldn't have to pay a full year's waste water rates !

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 32

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We only have a private reticulated water supply in our area and we have our own water tank supply so don't see why we should pay for reticulated water for others.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 40

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I'm not keen on paying for water when I have set up my own tank etc.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 42

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We are not connected to a COUNCIL water system so cannot be charged for something we do not have.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 46

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Because we pay enough in rates and should be covered by pur rates

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 48

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We only have reticulated wastewater. This property is a holiday home which we only use occaisionally. We cannot see why we should be charged extra as it is not occupied every day and the rates that we currently pay should more than cover any extra costs.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 53

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Highest proposed rate increase for my area, even if only wastewater (not even water). This does not seem right!

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 55

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We use tank water only so can not understand why we would need to pay for a system we don't use. Have no problem with the wastewater proposal

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 58

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Should be area specific. Pay your area costs, not subsidise other areas.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 61

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
As I general principle I endorse user pays. The current proposal is a cross subsidy whereby some areas within FNDC subsidize others. The current system clearly identifies costs where they lie, and should be retained. NZ went through a very difficult socio-economic revolution in the mid 1980s within which we learned that subsidies distort reality.
Is there anything else you would like to tell us?
Some areas will need significant expansion/upgrade, such as the Kerikeri/Paihia scheme, where there is substantial growth. This may well be due to poor planning, but cross-subsidy is not the solution.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 68

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
It don't think its fair to charge us for water connection when we use tank water

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 76

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am a single person paying a mortgage on my own under trying times. I have a water tank for my water supply and connected to wastewater supply. I dont think my rates should go up in regards to water supply as it doesn't effect me. I'm already qualify for rates reduction because my income is so low with only 30 hours a week. Seeing how much my rates will go up over the next 4 years is very troubling and causing me to stress out. I think it should be a case by case situation.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 81

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Two reasons... small community and our plant shouldn't cost as much to run compared to a larger populated community. Those in higher soci economical areas with a much larger use should pay more. Our area already doesn't benefit from money getting spent to provide resources as much as others e.g. footpaths, street lights, parks bbq areas etc... we have to travel so again a money thing. Also absolutely no way would we manage those rate hikes with the high general cost of living and interest rates at this time.
Is there anything else you would like to tell us?
Not a fair scheme to smaller rural communities.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 85

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Because it is unfair. My rates are higher than most as it is. Kerikeri who have so many more services than our area should have the largest increase

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 88

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The increase in my area seems the highest and I will not afford to subsidise the other areas.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 96

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I think you should be charging per pan per household, as a household with 3 toilets and 10 people will pay the same as a couple with 1 toilet so the processing will be totally different as should the cost. How will you know who has legally or illegally connected to the system, as I can guarantee there will be some.
Is there anything else you would like to tell us?
We have a sewer main going through our section and there are no records of depth. Is this going to be replaced and moved as we have hit it once due it only being approximately 3-400mm under the drive in which the council has consented ?? We cannot level t

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 97

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I don't want to pay extra for services that are not applied to my property.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 106

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
On tank water and will never need to use council water so am not paying for something not going to use. Also every race should have to pay not have one lot not paying

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 114

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Because we already pay extremely high rates and this proposal will not only increase our rates bills now,it will be used as a lever to Increase rates unchallenged Into the future. Also ,with the cost of living and current economic climate ,this proposal will only exacerbate these problems on communities that can least afford it
Is there anything else you would like to tell us?
Yes,how about doing something that reduces rates for a change.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 118

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The scheme comes across as robbing the rich to help the poor. I do not know if I might benefit from the new water scheme or end up paying more. I am neither rich nor very poor but always just over any threshold for assistance. I am on a fixed income (superannuation) and have no other money coming in. I may own my home but any rise in costs makes me wonder for how long. I have tanks and have only had to buy water twice in 8 years. I could connect to the private Doubtless Bay water - I prefer not to. I think water for everyone should be top of council's list - even at the expense of other projects - good water is everyone's right.
Is there anything else you would like to tell us?
I would like to see all homes (new and old) having tanks - for those times when the water system is under stress. I also think the commercial users of water should be paying a commercial cost for it. e.g There are huge avocado farms going in - they sh

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 125

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
new wastewater capacity should be paid by the developers that require the added capacity

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 135

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I collect my own water and pay all maintenance to maintain tanks on my property so i don't appreciate paying for water supply. You should create an opportunity for properties to install tanks then people will be more mindful on how much they use.
Is there anything else you would like to tell us?
I will only continue to pay for waste water.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 145

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We have already paid off original treatment plant installation and reticulated for our area. Why should we now have to pay for other areas.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 149

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Our rates are all ready to high for the service that are provided and our money wasted no none core functions that the council should be improving first

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 153

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
what happened to user pays? I don't see why I should pay nearly $500 more over the next few years to pay for another areas problems as well as the normal rate increases.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 154

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am strongly opposed to this proposal. Wastewater charges should be charged on the basis of what this service costs to provide ratepayers who are connected to it in each location. For different reasons some locations will always have to bear a higher cost than others. Your proposal is hihgly discrimatory. To subsidise those ratepayers in higher cost locations by those in lower cost locations is grossly unfair. Wastewater costs should strictly be on a user pay basis. Your proposal sees our particular wastewater charges increase by 46% over the next 3 years. That is absurd and we totally reject that.
Is there anything else you would like to tell us?
As a council you need to find cost efficencies. As ratepayers we see a lot of ratepayer income being wastefully ploughed into "nice to have projects" instead of vital services and infrastructure.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 161

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
PROPOSED NEW RATING FOR WATER & WASTEWATER WATER SYSTEM - we are OPPOSED to this proposed NEW rate system as we do not have any COUNCIL WATER SUPPLY in Cable Bay, Far North so we do not think we can be charged for something we DO NOT HAVE. WASTEWATER - We are connected to the Council Wastewater system.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 14

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Because it has been very frustrating to see that systems in areas of higher population being improved/renewed and significant Govt funding contributing to them, while areas of lower populations do not seem to have the same sort of resources or facilities. Supplies of potable water might be assumed, but rural areas are closer to third than first world in this respect... along with so many other services made available in centres of population. Areas of lower density populations seem to be asked to pay more for less, or for overall poorer systems and services. Fairer distribution of costs across the whole area is a significant step forward to my mind.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 36

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It is an equitable solution. Everyone deserves the same service for the same fee.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 44

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
We only get waste water reticulation but I would favour a simpler more evenly spread cost. I would trust the reasoning of the council representatives for making this change

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 52

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Change to district-wide is the fair option,all water and WWTP's will eventually require upgrading/renewal. If the present way of rating wastewater services remains it will be a burden and possibly unaffordable for many homeowners.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 56

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I have lived in Hihi for over 33 years since then I have had to fund 2 sewerage upgrades neither of which were effective for long term sewerage treatment I dont want to have to pay for another one
Is there anything else you would like to tell us?
I think it is a huge council problem that they keep issuing building permits to an area that cannot cope with the current sewerage it has, Hihi has always been a busy holiday spot we spent years with the smell of sewerage wafting over the fields in the mo

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 84

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Seems fair
Is there anything else you would like to tell us?
But there's a risk that it becomes unfair if developments are undertaken in some areas that require a lot of expenditure that is then funded by everyone in the district. This can be mitigated by development contributions ensuring that the developers are n

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 90

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
The notion of common good for the community. Spreading the fixed-costs of projects throughout the full community enables the provision of services that benefits the whole community. Some things, such as enhanced health via provision of clean water and safe treatment of waste benefits all in the community. The carry benefits to the community irrespective of whether a person has contributed to the cost of the service. In effect, it is a good that everyone should have and therefore everyone should contribute to the cost on some basis. Given the presence of social benefits, it is not possible to create a true "user pays" model for such services if it so desired. Sewage and water can incur significant fixed-costs associated with establishment and enhancement. The rating model favours provision of such services to centres that have a large population base and can therefore spread the fixed-cost wider. The model places a higher cost per head on smaller population centers and pushes people and employment towards living in the towns thereby adding further social costs. The northern Iwi have been long established in many distinctive localities. Their turangawaewae is a critical aspect of well-being and cultural identity. The collective community is obligated under the Treaty of Waitangi to protect the treasurers of Maori and this includes the land and well-being of the people. Imposing additional costs upon such communities undermines such objectives. The smaller and more isolated communities already incur additional costs re accessing health and education but there are measures in place to address these arising from a central tax base. A similar approach needs to be used for water and sewage.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 101

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
If it means rates in these scheme areas are spread uniformly to support infrastructure needs that have been installed, and/or where maintenance and replacements are required.
Is there anything else you would like to tell us?
It is however, common knowledge, where systems were available on construction, some ratepayers opted out to cut down on their rates and this I cannot abide. There is way too much of this attitude in Northland. If Council along with Central Govt is provid

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 102

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It's fairer ... everyone should have access to water and/or waste water services without a penalty on location. Some areas are on Tank water and only use waste water service yet pay huge rates for waste water. While others get both services and pay much less.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 103

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
This proposal is fairer to all. We need to share these costs. It's not acceptable to have non-compliant schemes.
Is there anything else you would like to tell us?
I live I Mangonui, but couldn't tell from the information provided how the proposal affected our property. I know our wastewater is treated in Taipa, but couldn't tell which area listed was relevant. The Council should ensure that relevant information

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 112

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
The high cost in some areas is unfair for those rate payers and result in financial stress.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 134

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It looks more sustainable for our family budget

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 146

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
The service level received by the ratepayer is equal in all areas, that is the ratepayers ability to flush a toilet, dispose of grey water is the same wherever the property is situated.
Is there anything else you would like to tell us?
There is a significant public benefit to providing a reticulated service to all schemes. The ability to maintain clean waterways, beaches and harbours benefits all users, not just those connected to the system . I have previously, through email to Councillor Court, submitted to Council my views on this issue with particular regard to the proposed Hihi wastewater scheme upgrade. Please refer to that correspondence for a fuller consideration of my submission.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 150

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
It seems a rational and fair approach to payment for services.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 151

Which scenario best describes your situation
Connected to just reticulated wastewater
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Agree with reason to meet compliance of infrastructures district wide.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 5

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
The big question is whether it is giving FNDC more or less income from rates? If less, what is the point? Far North is massively lacking in infrastructure whether it be water, wastewater or stormwater, so you should be holding onto every dollar you get from it in rates, and investing in new infrastructure.
Is there anything else you would like to tell us?
FNDC should enforce rates on ALL land in the Far North. The amount of land in the district which FNDC gets no rates from is out of control. By doing this, FNDC would be able to provide exceptional infrastructure upgrades (and roading) to the entire distri

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 18

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Looking at the chart, savings are only made in Kerikeri if you are connected to the wastewater. If you are just connected to the water supply, there is actually an increase in rates.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 19

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am not opposed to a change to district-wide rates in theory, but the pricing examples in the table do not seem fair for properties only connected to reticulated water and not wastewater. The table shows a large rate increase for this group (I am particularly looking at Kerikeri).

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 69

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I feel this is inequitable for those who are not connected as they will be paying twice for their services.
Is there anything else you would like to tell us?
The implications of the three waters reform do not appear to have been considered. One of the "benefits of the reform is about managing these costs. Not sure the timing is right for this proposal.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 70

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We do not support the proposal because it will result in a significant increase in our water charges whilst subsidising other areas. A targeted rate is much fairer with user pays and ensures that those enjoying the services pay for the services being supplied..
Is there anything else you would like to tell us?
The calculations are very misleading as the change in rates has been netted off ie the wastewater and water supply amounts. Our property does not have the facility to connect to the waste water service and this would mean an increase from $117 to $291 for

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 78

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Why should the tourist area and well build shopping areas pay less then us in rural FNDC. Our town don't grow and we have helping tourist spot who get heaps from tourism during holiday times.
Is there anything else you would like to tell us?
Leave Moerewa rates as they are.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 82

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I don't support this as we live in moerewa and we have to pay for our waste water as we have septic tanks. This is $500 and is quite costly and don't believe it is at our cost to pay for other area's problems
Is there anything else you would like to tell us?
No cost to moerewa!!!!

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 98

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Because people should only pay for the services they receive, and if people select to purchase a home in an area with an expensive scheme, that was their choice. I don't wish to subsides people that have gone into a home and then complain about the cost.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 109

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
It appears council cannot provide reticulated water and wastewater in an efficient manner. It would be more cost effective in the majority of cases for land owners to provide these services for themselves rather than through reticulated services. To then have to pay for these services district wide when I have already paid to provide them myself is very frustrating. Even though I am on the reticulated network I have barely used it and use my own tank water instead.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 113

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am concerned about the increase in rates for reticulated water and wastwater for some rate payers, in particular those in Kaikohe and Kaitaia.
Is there anything else you would like to tell us?
It would be useful to know what the received government funding to upgrade schemes in Kaikohe and Kawakawa is, in orger to know what effect this might have on the proposed district-wide rate change.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 122

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Reason, if price increase, i expect to have my septic tank cleaned for free, not be charged @ $580 every five years to clean. This is also in our rates demand also.
Is there anything else you would like to tell us?
You have had long enough and knew long ago about these stations and you being negligent of duties, is now passing the cost to the rate payers. Thats the thing, every 3 years, new bum, new seat, new brainfart comes along and your projected cleaning / Main

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 147

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I don't know what i am agreeing to, for that i need concrete information, not just "thr proposal". How is this calculated?
Is there anything else you would like to tell us?
I am okay with what i am paying for water at the moment, the quality is acceptable.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 206

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
We/I'm happy with the system as is, please do not change. It's affordable for us, how it's set up.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 21

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Believe in equitable solutions, and surely there must be administrative, process saves, if the system is managed consistently.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 25

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Although we are not connected to wastewater and hardly ever use town water (several water tanks) it's a fairer contribution.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 34

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
We're all part of FNDC and should be all treated the same.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 43

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
This proposal effectively moves water supply to a single, unified FNDC water supply regardless of location. It spreads evenly amongst all FNDC water consumers.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 91

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
This will increase my water rates but I support a more equitable approach that can help support other communities and improve the current water services which critically need investment to bring it up to the required level of service and help promote growth.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 108

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
Less administration so expect this to remain the most cost effective option.
Is there anything else you would like to tell us?
I would like to be sure that the cost estimates supplied are accurate and not subject to change.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 204

Which scenario best describes your situation
Connected to just reticulated water
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Can you explain why you chose that option?
I am on tank water and have a septic tank. My granny flat is connected to town supply, but it is rarely lived in, I keep it available for friends /family visiting, so most of the time the water isn't used. I have long realised Kerikeri's infrastructure was inadequate and needing upgrading. I think your proposals are fair, a good way to move forward and help smaller communities. However, in my case, I hardly use wastewater/water services. If this means eventually having both these services for future generations, then it seems the most sustainable way to obtain these going forward. As long as the money IS spent on infrastructure and not admin and other bureaucratic services.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 155

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
N/a
Can you explain why you chose that option?
I may have read the information incorrectly but it sounded like you are targetting those that 'could' be connected. We use neither service as do all of our neighbours. There is no infrastructure for connection to either service. Your message seems to imply that if you 'could be connected' you will pay additional rates. Your circular does not cover the event of someone who could be connected declining those connections.
Is there anything else you would like to tell us?
I think the circular was badly written.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 160

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
N/a
Can you explain why you chose that option?
I collect my own water not interested in paying been doing this all my life
Is there anything else you would like to tell us?
Thank you for your response, what really worries me is I have lived on the same land for over 50 years, what happens when you are able to connect me? Will you force me to pay regardless??

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 162

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
However Developers and hence purchasers should pay the full cost of provision of these services 2. Water should be metered. It is expensive to provide good water and there needs to be an incentive to use less. Water your lawn , fill your pool. You pay

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 167

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
Tena koe I make my submission with regard to the proposed changes for water across our district. There is no mention of people being able to or encouraged to collect their own rain water and manage thier own supply. If all did this we would not need an FNDC supply. Of course all would never do that, however for those that do,what provision is the council making to not charge those who manage their own supply. Some homes within towns already collect their own water. When rate payers collect and manage their own water why would the council change them. The council should provide an incentive to those who collect and manage their own water. We should have a category for water “connected but not used, to cover those who make no demand on the council system. Many properties have satisfactory septic tanks and no requirement to connect to any council sewerage system. There is a wider issue here of people having the opportunity to self manage and not to be forced to use a council system, many of which are less than good. A good example is the many places that have water restrictions during summer on a council manage system that is poor and badly managed by council. Council is often not the only or even the best solution. We need to share the management when ratepayers stand willing to provide for themselves. There is no great call for councils to run everything as history tells us that few council get it right and one of the bad points is that councils force people to use their less than ideal systems. I would like the council to demonstrate why council must control every thing and ignore the value that individuals can and do make to support themselves. If only a small share of people provide for themselves this would take a heavy pressure off the presently poorly manage council systems. I am not in favour of the suggested 3 waters proposal, however it cannot be said that FNDC has managed our water well. The systems seem to be run on if something leaks then go and fix it. There is lilte effective long term planning that has resulted in better water systems and improvements being made over time. Our in house water management skills are less than satisfactory and no assigned responsibilities. So nobody is held to account and nobody is answerable I do appreciate being consulted, however that credit will be lost if submissions are not dealt with and included in the outcomes.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 170

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
N/a
Can you explain why you chose that option?
As our water charges will remain close to what we already pay, and because I can see costs will certainly rise, I would like to suggest that the Council apply to the ministry responsible for distribution of GST and give to all local body councils a fund for water supply and maintenance.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 172

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
N/a
Can you explain why you chose that option?
I register my agreement in making the charges standard over the whole district. I register my strong disagreement with the implication that property owners will be charged for sewage services available even if the property is not connected or using it.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 174

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
Taking a business option brings me to the question of why we need this “band-aid” approach to a problem the Council has created? The background is interesting: • We have Potable water issues throughout the North, namely: o Kaitaia: • Should have been attended to 8 years ago at a cost of $4.5 million • Current cost is at $15.3 million - evidently under budget..... • Suggest you check with Steve McNally o Kerikeri: ? Waste water system is inadequate • $30 million spent in the AoB for 800 properties ? We have commercial property in the AoB. Costs are: • Rates $173.69 capital cost for Potable water • Property uses 9 cubic litres every 6 months at a cost of $30.87 – $3.43 per cubic litre • Assuming the six months is a year then 9 cubic litres should be 18 cubic litres, the cost $61.74 per year • Total cost $235.43 per cubic litre ? Waste Water • All of the above becomes Wastewater • Our Rates for Waste Water is $1,281.05 being capital and operating costs • $71.17 per cubic litre ? Total water costs are: • $306.60 per cubic litre ? Another property we own in the AoB has a public storm water drain crossing the property ? That means we have 300 m2 we cannot build on (about 9% of the total property size) ? There are no easements ? There is no relief in Rates o Russell:

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

? The Potable water Resource Consent is held by an Australian company registered in Sydney

o Kaikohe:

? Potable water source is from private land

? Therefore, there is a need for to build a dam – cost unknown

Part of my current responsibilities is looking after Cornerstone Church investments. Their properties are within the AoB and are deemed Residential.

On the lower property Cornerstone would like to build apartments, 20 in total, mainly for young people who work in the retirement sector – there is no adequate accommodation available for these people.

How can I give them the go-ahead without knowing our Waste Water system can cope?

Your answer would be “get a Resource Consent”. However, Resource Consents cost money.

On our commercial property in the AoB we have plans for 21 apartments – the same issue applies.

Therefore, the cause of all this still remains with the Council in charge of Water.

We cannot afford all of that and history tells us why.

Solution:

A company is formed consisting of Council holding 50% and private enterprise holding the other 50% - all local people.

At the moment we have no control – Council holds 100% and the Community has no say. We elect the Councilors, not the employees.

You have put forward a solution for the current crises but have NOT FIXED THE CAUSE.

The Central Government knows the Local Government has no control over Water but has political issues in legislating correctly.

It is certainly worth discussing.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 190

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
Please accept our submission which relates to waste water. The current measuring system for waste water disposal is a 'cross the board' measurement from property to property. This is an archaic, unmeasurable, and therefore inaccurate and highly inequitable system. Unfair is the better word. As a commercial property we are currently being charged under a pan tax system as opposed to a measured outflow of waste water. A perfect example of this inequitable measuring and charging system is the example of the BP Petrol Station with two pans being flushed hundreds of times each day compared to our 10 apartments/pans only being flushed two or three times a day. In summary obviously we produce far less waste water than the petrol station but are being charged far more in 'pan tax rates'/waste water rates. What is not clear to us is the distinction between pan tax and or waste water and whether or not we are being charged with both. Could this be clarified as it will make the submission clearer.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 198

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
I am a ratepayer in the East Coast area. I make the following submissions. (1) I note that the initial envisaged annual increases for East Coast are $910 to $997 = 10% increase $997 to $1124 = 13% increase $1124 to $1322 = 15% increase These are extraordinary proposals, utterly beyond the current unacceptable rate of inflation. (2) Since Council's proposals were circulated, the Three Waters legislation has been enacted. Under this legislation payment for these services will be made by Central Government (ie by taxpayers) and no longer by Local Government ie by ratepayers. I wish to be assured that when this occurs, FNDC will no longer either under the present or the proposed system continue to make charges for these services. To do so would of course mean that ratepayers would be charged twice for the same service ie once as rate payers and once as tax payers. I have raised this concern by email with my local representative Felicity Foy. It is a matter of concern to me that Councillor Foy has declined to reply to my email. This suggests that FNDC does indeed harbour hope of continuing to obtain ratepayer money for a service it will soon no longer need to fund.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 202

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
n/a
Can you explain why you chose that option?
1. Introduction: Something must change, to ensure council can deliver the levels of service it has committed to. Maybe by reducing the size of the land area, which is currently 3500 sq mtrs down to 700 sq mtrs, enabling individuals/adjoining properties, to install their own wastewater treatment systems. Hence no burden or costs to council. possabiliy subsidized by local government? Install in every new build, a minimum size water tank, and grey/black water tank, prior to wastewater treatment system! Every individual on a minimum 700 sq mtere block should have the oportunity to either connect to council waste water system or install there own treatment system. 2 Proposal; This proposal will not affect ratepayers, who are not connected to (or not able to connect to) any council wastewater or water scheme. 3 The why, Another way to look at this, is to ask what will happen if we don't change our Methodology? We seam to have an abundance of water, a water tank is a must. Compliance: more regular authoriety compliance . Keep it simple . 5 Funding impact of what we are proposing. Mangonui / Coopers Beach/ Cable bay /Taipa are missing on the list. Why is that. For the well being of the people in the above area, are we considered at all as rate payers ?

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 156

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I strongly believe that the system should remain as it is and areas should pay for their own services equally - what is proposed looks to be subsizing the most affluent smaller communities such as paihia, Russell and whangaroa and charging that extra amount to less affluent communities such as kaikohe and kaitaia, this seems immoral to me

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 168

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
As a Kerikeri Ratepayer I feel very concerned to read this. You make this proposal sound like it is a good idea. but our rates are already outrageously high for the value of the property we have which is one quarter of the size of our previous property but the rates are more. Any increase in rates will make it very difficult for us to afford. We do not use much water either. So I am not happy as sadly do not trust the council and feel that invariably your proposal will mean an increase in our water rates.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 184

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I dispute with this proposal

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 189

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
As a ratepayer of two properties in Kohukohu, I am fully against targeted rates for sewage, and demand to have a fairer system for our district. I back a region wide system so we no longer are forced to pay out to something that we have already paid for and continue to pay for services we do not receive

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 194

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
no
Can you explain why you chose that option?
In regard to the proposed 'excessive wastewater rate increase' for Hihi is absolutely overwhelming it is an already trying and financially difficult time for many whanau. There are no recommendations or alternative infrastructure options proposed for Hihi residents, only an increase in which Hihi residents will suffer immensely. Why - Manage affordability??? For who? Why is Hihi so significantly different to all other areas? We say 'No - we do not support or agree'. We purchased our property in Hihi in October 2021, it is our retirement home which we plan to move to in six to eight years following our son moving on from college. It is currently rented out by a property manager based in Doubtless Bay, and we live in Auckland in a rental property, where I work and have served the Royal NZ Navy for over 30 years. We are currently a one-salary earning military family living with two children (13yrs old at college and 24yr old who lives at home due to anxiety and mental health issues), my wife is seeking work. We returned to NZ following living in Canada for two years during Covid-19 as a military family posting, this gap has proved challenging for my wife seeking work. The proposed amount (as per screenshot for Hihi - 2023-2024 an increase of $928 will force us into financial hardship, and with a forecast of 2024 - 2025 to be over $4270 per annum our dream to retire in the Far North will cease. My wife has whanau in Paihia, Kawakawa, Kerikeri, Kaikohe and Karetu, we are no strangers to the Far North, she spent her childhood holidays with her whanau across the Far North, her iwi affiliation being Ngapuhi. We loved our camping holidays with many navy friends based in Hihi, Monganui and Taita hence our motivation to move up north and why we purchased in Hihi. We intend to semi-retire and believe our collective expertise could support community and youth initiatives, my wife has worked with local authorities, for council community strategies in Porirua and Kapiti supporting rangatahi and the vulnerable. Please understand the strain this places on many families, this is our home the one we have worked so hard in hopes to reside in and retire. This wastewater funding impact proposed will be the end of our dream.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 197

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Submission to the Proposal District-wide targeted rates for water and wastewater. 1. I support the move to a district-wide rating system for water and wastewater. 2. The information provided as a consultative document does not meet the criteria for consultation due to it's ambiguities and inaccuracies. 3. It would appear that Council has not followed the correct decision making process as the only option considered is to apply the current defective rating system on a district-wide basis. Given the proposal is to address the challenge to adequately fund reticulated water supply and wastewater treatment in the Far North, decisions must be made on a far wider scope. Required: That Council recognise that the current approach has not met the standards required and therefore provide for proper consultation as part of the Annual Plan process before making any changes. In light of my claims above, I attach information in support and a further page of issues with the consultation document. I wish to speak to this submission. Consultation requirements not met. The LGRA 2002 sets out the requirements for consultation which include: "82(a) that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons:" The impact for most affected persons will be the change to their rates and to this end the consultative document includes tables purporting to show the changes in rates for the current year and the next three years. Issue 1. Insufficient and Ambiguous Information.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Given that the current rating system for wastewater consists of three capital rates for each scheme and two operating rates for the district, the provision information based on a single future rate is insufficient information for many ratepayers.

From the document it is not possible to confirm the rating change for the following groups of ratepayers

1. Wastewater Capital Availability Rate. Ratepayers subject to this charge do not pay the operating rate but no separation of rates is given so approximately 10% of wastewater ratepayers are unable to see the impact on their rates.

Further these ratepayers may be misled by the second paragraph of the proposal into thinking that as they are ratepayers who are not connected to any Council wastewater scheme, they will not pay any charge in future.

2. Wastewater Subsequent Pan Rates. Again there is no mention of the impact of this rate which is levied on over 20% of the pans and currently accounts for over 15% of wastewater rates.

The use of the singular description in “a district-wide targeted rate for wastewater treatment” could be interpreted as meaning that there will be no subsequent pan rate in future or that the currently reduced rate will be replaced by a full charge.

In fact the calculations appear to be based on the continuation of the current structure of multiple rates.

Issue 2. Data not in accordance with Long Term Plan

While I accept that Council wishes to use the most up-to-date information in their forecasts, the rate calculations are not in agreement with the LTP.

1. The amounts shown in the consultative document will raise over 8% more than shown in the LTP for the three future years.

2. In the LTP, Council resolved to moderate the impact of depreciation on strategic assets by 24% for the years 2021/22 to 2023/24. Having requested the information re the rate calculations, I note the following regarding the depreciation not funded.

2.1 For 2022/23, the percentage of depreciation not funded ranges from 16.8 to 24% of the depreciation over the schemes, with most schemes being close to the 24%.

2.2 In 2023/24 the range widens from 14.3% to 24%. Looking at the increase in depreciation for Hihi, it suggests the possibility that new developments have not been included in the calculation.

2.3 There should be no depreciation not funded in 2024/25 and 2025/26 according to the LTP. However while this applies to three large wastewater schemes , all other schemes have depreciation not funded with the ranges from 9.8% to 20.4% in 2024/25 and 6.0% to 17.5% in 2025/26.

In the absence of an explanation this appears to be a blatant manipulation of the rate calculations.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

3. While the number of weighted SUIPs show minor adjustment between 2022/23 and 2023/24, no further changes have been made. So rating figures assume nil growth in contrast to the Proposed District Plan where, for example, fully serviced Kerikeri Central is shown with an expected growth rate of 1.5% pa from 2022 to 2027.

Currently active approved developments in Kerikeri will add over 270 users to both water and wastewater schemes over the next few years.

Issue 3. Future Growth.

While Growth is mentioned as a reason for the proposal, no information is given of the impact of such growth. In particular I note that council is currently reviewing its District Plan with detailed zones based on the availability of these services. In some cases these include areas not currently being serviced, but which would presumably become subject to Availability rates when the PDP is approved. This should at least be mentioned as part of consultation.

Decision Making Process

The consultation document makes reference to the need to consult under LGRA S78 and S79.

However it would appear that the preceding section S77 has not been followed.

“S77 (1) A local authority must, in the course of the decision-making process,—

(a) seek to identify all reasonably practicable options for the achievement of the objective of a decision; and

(b) assess the options in terms of their advantages and disadvantages; and ...”

No information has been provided to indicate that any options other than the proposal were even considered. I provide below some of the issues which should have at least been reviewed as part of the process.

Capital Rate.

Council accepts the concept of there being two classes of cost, referred to as operating and capital, and that these should be rated differently.

1. How much should the capital rate yield? The current basis of depreciation plus interest leads to the anomalous situation whereby higher amounts occur in the years after new expenditure and reduced amounts as assets age,

1.1. Consider a rate of return on asset value.

1.2. Currently no deduction is made for capital component of fees received. For example bulk water supply is charged at the operating rate per cubic metre.

1.3 Council has introduced public good charges – surely most of these rates should be set against the capital rate requirements.

2. How should the rates be split between different users? As the peak capacity required is a major determinant of the cost of a scheme, surely this should be the key driver, not the

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

potential annual use. The current discount for the capital component of subsequent pans defies logic.

2.1 Adust the subsequent pan charge to full rate on each subsequent pan.

2.2 Adjust the availability charge to apply to each separate use from the granting of resource consent for subdivision or land use change. Council has to provide capacity for future development and this change would provide a fair contribution from developers once they have approval. Currently in Kerikeri wastewater area there are over 200 approved dwelling units for which no service rates will be received until after construction is completed and a further 100 dwellings until titles are issued.

3. Rate remissions should not apply to service capital rates. The capacity has to be made available so full charge should apply on equity grounds. For example there are a number of contiguous properties which do not meet the Valuer General's Rules to be treated as a single unit, but Council permits this treatment. At any time the second title can be sold with a right to build a dwelling and connect to services.

Operating Rate.

Assuming Council is to balance it's budgets for these services, then the amount required from the operating rate becomes the total rate requirement less the capital rate as calculated after the above changes.

Affordability.

Council uses affordability as an argument for the proposed new rating structure. But does not appear to have made any moves to consider ways to reduce costs or increase income. For example Development Contributions could have been in place to reduce capital rate requirements.

Subsidies.

Council has received government subsidies in recent years to assist with capital costs. It is normal for these subsidies to come with a condition requiring the benefit to attach to a particular set of users, usually the ratepayers of a service area. At present the benefit is attached to a scheme by reducing the borrowing needed for the subsidised project. Just transferring the total interest costs to a district-wide capital rate will mean the benefit is also spread district-wide.

Among possible solutions are:

1. Use a return on asset value to set the amount required from capital rate. Then apply a remission to those ratepayers who should benefit by spreading the amount of subsidy over those ratepayers for a number of years.

2. If continuing with current basis for capital rate, add a notional interest for the amount of subsidy to the capital rate required and apply a remission as above using amount of interest added.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Option 1 is simple for Council to operate as the remission and rating units, once calculated, would remain constant over the period chosen. For example 10% of subsidy per year over 10 years or 5% over 20 years.

This would also permit correction to be made in respect of the recent subsidy to Kerikeri wastewater which was provided to extend the scheme but has been applied over existing users as well as the extension.

Areas of Benefit.

Given the current status of the Proposed District Plan with it's Urban zones based on the availability of these services, the impact of these changes should have been considered.

Issues with Proposal Document

1. Introduction.

The first paragraph claims to "address the challenge to adequately fund reticulated water supply and wastewater treatment in the Far North." It does nothing to address funding, only to revise the split of costs between ratepayers.

The claim that there have been significant increases in the cost of maintaining water services because of ageing infrastructure is an admission of failure in production of the 2021-31 LTP or is irrelevant. Changes to compliance standards and inflation changes may have impacted costs.

The final paragraph of the Introduction refers to the requirement for consultation under LGRA 2002 but does not clarify if this is supposed to be such consultation or merely seeking input prior to such consultation as part of the preparation of the 2023/24 Annual Plan. It should not be necessary to refer back to Council meeting agenda and minutes to see that this purports to be Consultation under LGA 2002

2. Proposal.

"The proposal is to remove the current scheme-based targeted rates for water and wastewater and replace them with a district-wide targeted rate for water supply and a district-wide targeted rate for wastewater treatment."

The use of the singular when referring to the proposed system implies one wastewater rate and one water rate. This is misleading to those ratepayers currently charged an Availability rate or Additional Pan rate.

Unless Council is intending to rate at a higher level, the proposal does nothing to enable the claims

made in the final paragraph. This proposal is purely about who pays for the necessary improvements.

3. The why.

The Compliance paragraph explains Councils problem and should be part of the Introduction.

The Affordability paragraph is the explanation for the why of the proposal.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

The Growth paragraph is irrelevant unless Council is proposing to raise extra rates after the change in rating methodology. Further the information provided in the Funding Impact section does not anticipate any growths in number of connections.

4. Informed decision-making.

As there is a lack in information being provided to the ratepayers, how can they be considered as informed. In fact misinformed would be a better description in view of the erroneous figures supplied.

5. Funding impact of what we are proposing.

At best the design used provides the funding impact for those residential ratepayers subject to a single supply of the services. No information provided for some 15% of users with Availability or Subsequent Pan charges.

Unfortunately the actual information displayed is incorrect for all future years thus rendering the information valueless.

5.1. Number of Users. The number of users for the three future years is constant at a marginal increase over that for the current year. This despite the current approved growth. In Kerikeri alone there are developments under way that will increase number of connections to both water and wastewater by over 270 and a further approval for 56 that is to commence work in the next few months.

5.2 Depreciation Not Funded. The 2021-31 LTP contained a resolution to moderate the impact of depreciation on strategic assets for three years to 2023/24. The table contains rates calculated on the basis of 14% to 24% depreciation not funded for 2022/23. It would appear possible that new assets have been omitted from the calculation.

The big problem arises in 2024/25 and 2025/26 where there should be no depreciation not funded. That is true for just three large wastewater schemes! For the others the percentage ofdepreciation not funded ranges from 9.8% to 20.4% in 2024/25 and 6.0% to 17.5% in 2025/26.

5.3 No correction for Government Subsidies. Where Council has received a Government subsidy for work on a scheme, this normally carries a condition that it must be applied to that scheme. Under the current rating system this was achieved by the reduction in debt required for the capital works. This reduced the interest charge and thus the capital rate, over the period of debt repayment, some twenty years. How will this be processed with a district-wide rate?

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 199

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am not happy about the new district-wide water and wastewater proposal because people who conserve and take care of water will be subsisting people who are wasteful and don't care. It has always been user pays under this new scheme households don't have any incentive at all to conserve water. I believe that will encourage wasteful behaviour. I would like to be kept informed of the latest developments of this topic.
Is there anything else you would like to tell us?
Our rates in Kaitaia are over $3000 per annum. Outside my house is open drains that have a covert that is too high for the water to drain. If your proposal goes ahead we will get another rise in rates in order to provide a service that isn't anywhere near

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 201

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
no
Can you explain why you chose that option?
Iam paying far to much now for the supply of water. My land rates are now unaffordable. Any additional cost will be not affordable due to the current cost of living. We pay a ridiculous amount of rates now. Please do not increase. This council needs to consider the serious effect ro rate payers. The cost has become over the top.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 203

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am totally against this preposterous idea! Looking at your graph, it indicates that I, one person in my household will be paying more to pay for someone else's household usage! How in God's name is that fair! I am very careful with my water usage and do not want to pay for others wasteful ways! Already my rates have gone up by $400 since July and my annual cost of living has increased by more than $1500 a year and I currently spend approximately $30 per week on food! WTF are you people thinking! I would rather sell up and move out of the north than give you anymore money, simple! Very disgruntled home owner

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 211

Which scenario best describes your situation
N/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
I am a directly affected Ratepayer, as I own properties connected to different water and wastewater systems, and am also a tenant (leasee) of a connected commercial premises. I am affiliated to the Kerikeri Ratepayers and Residents Association; and, The Paihia and Districts Residents and Ratepayers Association. I am opposed to the proposed District-Wide Rating system for water and wastewater services; I wish to note that the brochure mailed to Ratepayers (dated November 2022) notifying us of the proposed changes to the rating system contains information that is neither an accurate account of the impacts of the proposed new rating method on Ratepayers in different areas of benefit nor does it present a comprehensive assessment of the alternative methods available for achieving the intended outcomes (more affordable and fairer, to upgrade systems to achieve compliance with “stricter Government regulations”). Furthermore, Council already conducted a long anticipated full Rating Review in 2021. Elected representatives at that time settled upon a system which continued with targeted rates by each scheme, for capital expenditure (CAPEX) but which socialised (shared equally) the operating costs (OPEX) of all schemes across all connected (and available to connect) properties. At that time Council also introduced a ‘public good’ Rate to all properties (or SUIPs) which are not connected (or able to be within an area of benefit of a scheme), in recognition of the broader public benefits to all residents and visitors to the Far North, in having public potable water and wastewater schemes in townships. Townships which host Government agencies, schools, hospitals, police stations, community facilities such as reserves, libraries, sports venues, halls and the like. It must be noted that little has changed re “Government Standards” requiring upgrades since that required 6 yearly Rates Review was concluded less than 2yrs ago, other than a local government election seeing some new elected representatives in chambers. However, 5 of the current 11 were in Council at the time Council decided to retain a Rating method targeting CAPEX of each scheme to the users of each scheme. Key points for your consideration: The proposal seeks to socialise (share) the cost of (alleged) required upgrades to achieve compliance with higher or stricter Government Standards. However, the proposal will also socialise the cost of upgrades intending to provide for future demand. That is, increased capacity which enables and caters to further growth and development, within areas Council might choose to direct further growth into. Council can focus growth and development via changing zones and rules associated with them, to promote development in

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

some townships more than others. For example the extensive "mixed-use zone" surrounding the existing CBD of Kerikeri; by placing a lot of community facilities within close proximity to some townships, and none in other townships; by favouring transport networks feeding into and around some townships while neglecting other areas (not providing adequate parking or transit hubs for example).

This proposal is not introducing a more affordable or fairer rating system, but rather, it will see areas which are NOT being considered areas for growth and development helping to pay the cost of new capacity (by either enlarging the Area of Benefit to cover a larger area, or by changing the zone rules to allow for more intensive development) in other areas where growth is being directed. The documentation pertaining to this review of the rating policy, does not discuss who are the beneficiaries of future upgrades, prompted by either an increase in the capacity of water and wastewater networks and/or by the changed zones and rules associated with changing zones. Ratepayers who benefit directly from such upgrades ought to be able to pay for those upgrades, while those who do not benefit (and are in fact hamstrung in their development aspirations, by inadequate provision/capacity of infrastructure) ought not have to share in paying for those who do.

The principal of "user pays" is relevant to meeting the financial costs of meeting demand for infrastructure. Catering to future demand is meant to be a focus for strategic planning, and the documents for this consultation do not describe where / areas of benefit – to be allowed to grow and development and which will be made to stay at the same level as currently accommodated.

Council has still not reconsidered Development Contributions, so new capacity is being taken up by developers at an alarming rate.

Other areas have been told they will see upgrades (e.g. Paihia new water supply), and yet nothing has eventuated. The document provided is not clear about what new infrastructure is included in the estimated (average) rates noted in the table in the consultation document.

Another factor motivating this proposed change to the Rating policy (prior to delivering essential upgrades, to achieve compliance with higher or stricter Government standards/regulations) is a perception that smaller communities with low numbers of SUIPs connected to a scheme are unable to afford the high cost of the upgrade to achieve compliance. In the past, there has been concerted lobbying to get Government to subsidize the cost of achieving compliance with higher standards. In the past Government provided a subsidy for sewage schemes, that saw the Minstry of Health come up with $7million, that all ended up to the new Kerikeri scheme – which only brought in a small extended area of benefit, and so directly benefitted only a small number of ratepayers.

If Government is making regulations that some communities can not afford, then Government ought to be deciding if those communities are not sustainable while compelling councils to meet standards. Perhaps Government needs to provide funds to allow those communities to achieve the health and safety standards Government establishes, or allow them to revert to other forms of development and lifestyles, as with the half of all Ratepayer Residents fo the Far North, who are not connected to a sewerage scheme or to reticulated water scheme.

Redress

Council must acknowledge that it has rushed to notification of this proposed change to Rating method, and has failed to deliver accuate information.

Abandon this review, until you have assessed all the rating options more accurately, and presented more comprehensive analysis of the options for the consideration of the Ratepayers and Residents of the Far North.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 173

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
District wide sounds fair

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 187

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I support a return to district wide wastewater rates, it is long overdue but better late than never. Thanks to Wayne Brown and his then councillors the Kohukohu community (less than 100 connections) has been overcharged for the last 10 years by a few hundred thousand dollars and that caused enormous distress in our community where the average income is very low.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 188

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
yes
Can you explain why you chose that option?
I am in favour of the district rate for us all. Kind Regards and thank you.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 192

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
This is to confirm that I support the proposed district-wide targeted rate for water and wastewater services. This will be a much fairer and equitable method and will result in lower rates for small communities who have been penalised in the past.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 193

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
yes
Can you explain why you chose that option?
The Russell Protection Society wishes to support a District wide rate for the provision of sewerage. It should be acknowledged that there are two components, namely a capital charge and a maintenance/operating charge. The provision of sewerage services is a challenging issue for small, isolated coastal communities because they have a small rating base and yet there are often expensive and serious environmental issues associated with inadequate sewage treatment and disposal. On that basis we support a District wide rate on both the capital charges and maintenance costs associated with sewerage schemes within the District. The situation is somewhat different for the provision of community water services. In Russell the ratepayers have already paid for their own individual water systems and therefore wish to safeguard this investment and the personal control that it provides over that service. This has the added benefit of helping to control stormwater discharges in Russell, which is becoming increasingly important with climate change. The people of Russell value self sufficiency and longer term sustainability, as evidenced by our efforts in recycling and water usage. On that basis we do not support a community water system for Russell or a District wide levy to support this.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 195

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I can still afford this increase so I will give you my blessing on this one. But turn down the three waters proposal please.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 196

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I ami favour of a universal water charge with the proviso the cost exemption for rural / other users who cannot connect to the council system is not interpreted, as other costs have been, as ' yes but you benefit from the connections when you go to town etc,

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 213

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Yes
Can you explain why you chose that option?
I realise that the submission date for feedback on this has closed. However, and for what it's worth, I would like to add my support for this proposal. I live in Kerikeri and can clearly see the disparity between the services and provisions in my district, and those of neighbouring ones. I do not want to see these social inequities deepen, and would support most proposals that help even the playing field. I am happy to pay slightly higher rates if it means that our friends in Kaikohe and Kawakawa avoid crippling rates increases. I do not want to move forward if it means leaving others behind.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Comments relating to the proposed change

Submission No: 186

Which scenario best describes your situation
n/a
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
Can you explain why you chose that option?
I am in favour of your proposed shift to district-wide rating for water and wastewater, but I think and know, that it is not realistic. Already right now many people are not able any more to pay for petrol and diesel, neither to have enough money for food and housing. If water supply becomes more expensive than now, many people will not be able to buy your water any more. If – as you say – stricter government regulations require higher water prices, you should make it very clear to the government, that they should forget about overspending the consumers' money for stricter regulations and their costly planning and respective preparations, because the consumers are unable to bear these higher costs. You and the government cannot spend more money than the consumers have. How? For hundred years the water supply and wastewater run-off has worked. So, why these permanent changes, which most people cannot afford any more, but do need water? New Zealand has an alarmingly quickly escalating inflation and a lasting economical breakdown. Please, make it very clear to the government, that they must consider that and be realistic, instead of costly pondering about stricter water regulations, which most people cannot pay for and, thus, do not want at all.

DISTRICT-WIDE RATING FOR WASTEWATER AND WATER PROPOSAL CHANGE

Comments relating to the proposed change

Submission No: 178

Which scenario best describes your situation
Various
Do you support the proposal to change the way we rate for reticulated water and wastewater to a district-wide rate instead of a scheme-based rate?
No
Can you explain why you chose that option?
Changes to Rating System for Water & Wastewater Services I strongly disagree with the proposed methodology of charging a standard fee for all those able to connect to a council system. The justification of this proposal is that “If we continue charging for water and/or wastewater services the way we do, rates for property owners in some communities will become unaffordable. If network costs become too high, property owners may not be able pay for these services.” The whole purpose of targeted rates is that the rate reflects the service. If the proposal is accepted then the council should also take responsibility for the installation of and charge a standard fee for all septic systems not connected to a council system. This would ensure that a council approved system was in place and cost all landowners the same whether they are on a forestry block in the middle of the district or on a waterfront beach. This would make it more affordable for those who wished to build on prime waterfront land but find the current rates and wastewater system requirements unaffordable. It is council’s responsibility to ensure that charges are equitable across ratepayers for the services council provides, not to ensure that all ratepayers are able to pay their share. Property valuations are used as a basis for general rates on the assumption that those with higher valued properties are able to pay higher rates. This is well known to be untrue where families have lived on what was once remote coastal properties or simple sections in popular towns are faced with very high rates as they become prime real estate. Council offers relief to owners by deferring rates until the property is sold. Similar relief can be offered for those connected to expensive water or wastewater systems. The FNDC also needs to take a lot of responsibility for the state of the systems in the way it has handled the funding of depreciation and use of development contributions over the years. The removal of development contributions removed the ability to fund increased systems as development took place. The desire to grow exceeded the desire to ensure adequate infrastructure was able to be provided during a period of exceptional growth. Council would be far better addressing this issue.

6.3 SH11 SHARED USE PATH FROM PAIHIA TO WAITANGI

File Number: **A4194514**

Author: **Cushla Jordan, Asset Manager**

Authoriser: **Janice Smith, Acting Chief Executive**

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to seek Council approval, regarding the Council's implementation of the proposed Waka Kotahi's Shared Use Path project along State Highway 11 (SH11) from Paihia to Waitangi.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Outlines the background for the proposed Shared Use Path along SH11 from Paihia to Waitangi which has been socialised with the Bay of Islands-Whangaroa Community Board and local community.
- Highlights all the considerations of the preliminary design.
- Identifies risk to the Council in accepting this project from Waka Kotahi; and
- Makes recommendation to decline this project design and implementation at this time and reallocate the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) **declines to undertake the final design and implementation of the draft design undertaken by Waka Kotahi NZ Transport Agency for the proposed Shared Use Path along SH11 from Paihia to Waitangi, and**

b) **declares a surplus subsidy of $1.38M to Waka Kotahi NZ Transport Agency for their allocation to this project, and**

c) **reallocates the local share portion of the Long-Term Plan amounting to $0.62M to other prioritised projects previously unfunded.**

1) TĀHUHU KŌRERO / BACKGROUND

Waka Kotahi NZ Transport Agency (Waka Kotahi) are seeking to investigate a range of options to confirm the preferred design features as part of a wider programme of work that will achieve key investment objectives along State Highway 11 (Marsden Road). This work will form part of the wider Twin Coast Discovery Route (TCDR) programme, which aims to upgrade sections of the route to support local communities, to accommodate the increasing number of people visiting the area, and to encourage others to do the same.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The Discussion and Options are provided in detail in the attached report entitled *"SH11 Shared Path Paihia to Waitangi"*

Attachment 2 entitled: *SH11 Paihia to Waitangi Shared use Path Preliminary Design Report - distributed electronically due to the size of the document (121 pages).*

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The supporting reasoning is provided in detail in the attached report entitled *"SH11 Shared Path Paihia to Waitangi".*

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The Financial Implications and Budgetary Provision is provided in detail in the attached report entitled *"SH11 Shared Path Paihia to Waitangi".*

ĀPITIHANGA / ATTACHMENTS

1. NTA Agenda report FNDC SH11 Shared Path Paihia to Waitangi - A4206133 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
    a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
    b) Assess the options in terms of their advantages and disadvantages; and
    c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The matter has 'low significance' in the context of the policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Regional Land Transport Plan (RLTP) Council Long Term Plan (LTP)
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	"…the roading network…" is a specific exclusion to the delegations to community boards. Specific community board views on this issue have not been sought.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The decision is of low significance, and the decision relates solely to funding of a new shared use path. Specific advice has not been sought regarding implications for Māori, for further detail refer to Discussion and Options section of the report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Should the project proceed the principal affected parties are Local Iwi, residents who reside in Paihia and Waitangi and Business Owners. For further detail refer to Discussion and Options section of the report.
State the financial implications and where budgetary provisions have been made to support this decision.	Refer to financial implications section of the report.
Chief Financial Officer review.	The CFO has reviewed this report

NORTHLAND TRANSPORTATION ALLIANCE

Meeting:	Council Meeting – 1st June 2023
Name of Item:	SH11 Shared Use Path from Paihia to Waitangi
Author:	Cushla Jordan – NTA Asset Manager
Date of Report:	16th February 2023

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Council approval, regarding the Council's implementation of the proposed Waka Kotahi's Shared Use Path project along SH11 from Paihia to Waitangi.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

That this report:

- outlines the background for the proposed Shared Use Path along SH11 from Paihia to Waitangi.
- highlights all the considerations of the preliminary design.
- identifies risk to the Council in accepting this project from Waka Kotahi; and
- makes recommendation to decline this project design and implementation at this time and reallocate the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) Declines to undertake the final design and implementation of the draft design undertaken by Waka Kotahi NZTA for the proposed Shared Use Path along SH11 from Paihia to Waitangi.

b) And That Council declares a surplus subsidy of $1.38M to Waka Kotahi NZTA for their allocation to this project.

c) And That Council reallocates the local share portion of the LTP amounting to $0.62M to other prioritised projects previously unfunded.

TĀHUHU KŌRERO / BACKGROUND

Waka Kotahi NZ Transport Agency (Waka Kotahi) are seeking to investigate a range of options to confirm the preferred design features as part of a wider programme of work that will achieve key investment objectives along State Highway 11 (Marsden Road). This work will form part of the wider Twin Coast Discovery Route (TCDR) programme, which aims to upgrade sections of the route to support local communities, to accommodate the increasing number of people visiting the area, and to encourage others to do the same.

Waka Kotahi have prepared a preliminary design report for a Shared Use Path from Paihia Town Centre to Waitangi along the coastal edge of SH11 Marsden Road, connecting from the north of Nihonui Point to south of the roundabout with Te Karuwha Parade. Refer to the extent of work shown in Figure 1.



Figure 1 - Proposed Project Extent of Paihia to Waitangi Shared Use Path

Waka Kotahi have approached the Far North District Council to undertake the final design and implementation of this project.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSIONS AND OPTIONS

The preliminary design report and drawings have been considered and the following considerations identified, which will have an impact for the Council. The major considerations are:

- Community engagement has not been undertaken prior to the preliminary design.
- Of the current eighty-nine parking spaces, the preliminary design reduces the quantity to thirty-one parking spaces - a reduction of fifty-eight spaces.
- The project does not connect to other shared use paths and will therefore be a standalone section.
- All 21 Pohutukawa trees within the project extent will remain.

Other considerations regarding the proposed project not covered by the initial design report are:

- Local Iwi are unwilling to permit any improvement works on the Nihonui Point – this will limit any connection of a shared use path and limits the scope of works.
- From initial feedback from the Paihia Business Owners, they are not in favour of this project.
- Funding allocated for this project under the Long-Term Plan (LTP) could be reallocated to new Footpaths across the district.

Option A – Find other Walking and Cycling projects.
There were no other projects identified under Walking and Cycling that met the requirements for funding to replace SH11 Shared Path Paihia to Waitangi.
Option A is not the preferred option.

Option B – Declare the surplus funds and redistribute local share to bridge renewals.

Declare the surplus funds under the LTP and under Waka Kotahi subsidy and use the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.
Option B is the preferred option.

From the above considerations, there is a risk that the community will not support this project. As this project was initiated by Waka Kotahi, and is a standalone project, it does not clearly align with the strategies of the Activity Management Plan (AMP) which is the justification for the LTP funding of transport activities throughout the district.

The recommendation therefore is that this project be declined or not be taken to implementation stage and the proposed local share funding available under the LTP, be reallocated to further support the bridge renewals programme under work category 215 Structures Component Replacements.

PĀNGA PŪTEA ME NGĀ WŪHANGA TAHUA / FINANCILA IMPLICATIONS AND BUDGETORY PROVISION

Application was made under the Walking and Cycling activity class for Low-Cost Low-Risk projects and approved by Waka Kotahi. Table 1 provides the local share portion and subsidy portion broken down by funding year.

Table 1 - Breakdown of SH11 Shared Use Path approved funds.

Year	Local share	Subsidy share	Total
2022/23	$310,000	$690,000	$1,000,000
2023/24	$310,000	$690,000	$1,000,000
TOTAL	**$620,000**	**$1,380,000**	**$2,000,000**

ĀPITIHANGA / ATTACHMENTS

1. SH11_Paihia_to_Waitangi-Shared_Use_Path–Preliminary_Design_Report

Approved by:

Calvin Thomas - NTA General Manager
9th May 2023

6.4 NEW LEASE TO FENZ - 3985 STATE HIGHWAY 1, NORTHERN AUPOURI, PUKENUI

File Number: **A4184196**

Author: **Tania Steen, Property Officer**

Authoriser: **Kevin Johnson, Group Manager - Delivery and Operations**

TAKE PŪRONGO / PURPOSE OF THE REPORT

For Council to consider the granting of a new 30-year (15+15) ground lease and transfer of assets to Fire & Emergency New Zealand (FENZ) at:

- 3985 State Highway 1, Northern Aupouri, Pukenui, Fee Simple, being Lot 1 DP 90633

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- FENZ has approached Council staff with a request of transferring ownership for four separate rural fire stations buildings and assets to FENZ along with the granting of new long-term ground leases. Two of these sites is in the Te Hiku Ward.
- FENZ currently have a Licence to Use for the 4 sites which expired in June 2022.
- FENZ has made significant capital investment in all four sites and advises that it requires long-term tenure of the land to justify future investment with preference to own the land and buildings.
- The Te Hiku Community Board on 10 May 2022 recommended initiation of the public consultation process to Council.
- Council resolved to initiate Public Consultation at the Council meeting held on 30th June 2023
- Public consultation for all 4 sites ran from 30 January – 27 February 2023.
    - A total of 15 submissions were received.
    - 13 submissions were in support of the proposals.
    - One member of the Rangiputa community wished to be heard and required further information. Council staff have consulted with the community member and provided further information as requested which has resulted in the community member no longer wishing to be heard.
    - One member from the Broadwood community was against and requested more information which Council staff have provided.
    - See summary of submission attached.
- The Te Hiku Community Board considered this report at their meeting held 11 April 2023 and made the following resolution.

TŪTOHUNGA / RECOMMENDATION

That Council:

a. **approves a new ground lease to be issued to Fire & Emergency New Zealand over 3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633**

   The terms of the proposed lease shall be:

   a. **Term: 30 (15+15) years.**

   b. **Rental: $113 + GST for 2022/2023 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.**

b. **approves further conditions to be negotiated and agreed upon by the Group Manager Delivery and Operations and Fire and Emergency New Zealand**

c. **approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for $1.00.**

1) TĀHUHU KŌRERO / BACKGROUND

9.1 GROUND LEASE TO FIRE AND EMERGENCY NZ (FENZ) - RANGIPUTA, HIHI AND PUKENUI STATIONS

Agenda item 9.1 document number A3418735, pages 11 - 16 refers.

RESOLUTION 2022/39

Moved: Chairperson Adele Gardner
Seconded: Member Jaqi Brown

That Te Hiku Community Board:

a) **recommends to Council that a public consultation process is commenced on the granting of a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following 3 sites:**

   ii. 3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633 (Fee Simple)

   iii. 699 Rangiputa Road, Karikari, 1600 square metres more or less, subject to survey of the land, being part of section 19 BLK 11 Rangaunu SD being 13.8225 hectares (Vested in Far North District Council as Recreation Reserve).

b) **recommends to Council that a public consultation process is commenced on a change of classification for (1600 square metres more or less, subject to survey) of land at 699 Rangiputa Road, Karikari, subject to the lease, to Local Purpose (community building) Reserve with the balance reserve land remaining Recreation Reserve, under the Reserves Act 1997.**

c) **recommends to Council that the public consultation process is commenced on the transferring ownership of buildings and improvements to Fire & Emergency New Zealand.**

d) **is appointed to hear any submissions received in response to the consultation process and to make recommendations to Council.**

CARRIED

Fire & Emergency NZ provides a highly valued service to the rural communities of the district and in some instances are a focal point for certain communities.
Fire and Emergency New Zealand occupy established rural fire stations at the following location:

- 3985 State Highway 1, Northen Aupouri, Pukenui, Fee Simple, being Lot 1 DP 90633

The establishment of rural fire stations throughout the Far North was through a mix of local community and Council support.

- Existing tenure is by way of Licence to Use that expired in June 2022.
- Since its creation under the Fire and Emergency New Zealand Act 2017, Fire & Emergency NZ has undertaken considerable capital investment in the fire stations.
- Fire & Emergency NZ has informed Council that it wants secured tenure to support future investment in the fire stations.
- It is proposed that the licence to use currently in place is replaced with a long term ground lease.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Fire & Emergency NZ has invested considerably into the building and advised if the ownership of the buildings does not transfer into their ownership, that it will only to maintain the assets in their current condition and would look to the Council to fund future CAPEX expenditure, e.g., re-roofing, exterior painting, rewiring, recladding etc.

Option 1: Recommended

a) Enter into a 15-year ground lease with a further 15-year right of renewal at community rent ($113 + gst pa, FNDC Fees and Charges Schedule 2022/2023 - Community leases) for the sites.
b) Transfer ownership of all existing buildings and improvements to Fire & Emergency NZ for $1.00 and write off the book value against retained earnings for the site.

Option 2:

a) Enter into a 15-year ground lease with a further 15-year right of renewal for the site.
b) Council retains ownership of the buildings and improvements

Council would be responsible for all building maintenance and capital expenditure.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Transferring the ownership of the building and improvements accompanied with a 30-year (15+15) ground lease, will provide Fire & Emergency NZ with its required security of tenure to enable it to undertake building and facility improvements in confidence, while relieving Council of ongoing maintenance requirements.

Council retention of land ownership provides the next generations of ratepayers with options for alternative uses for these lands in the future.

Fire & Emergency NZ expressed any existing arrangements involving shared space, access and occupancy with community groups would continue unabated.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Under the Licence to Use FNDC does not charge rent for the use of the land and buildings.

If the recommendation to transfer the ownership of the building assets to Fire & Emergency NZ is adopted by Council and the associated lands are subject to ground leases, then a nominal ground rental of 113.00 + GST per annum is proposed for each site.

The current “book value” of both sites improvements is $159,325.97, It is proposed that the improvements will be disposed of, and the value written off to retained earnings. This is an accounting entry only and has no financial impact on rates.

ĀPITIHANGA / ATTACHMENTS

1. Response Export - FENZ Submissions 28.02.23 - A4149473 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
    a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
    b) Assess the options in terms of their advantages and disadvantages; and
    c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Legislation Fire and Emergency Act 2017 until 2017 Council was the rural fire authority. The current Act provides for the handover of responsibility and duties along with documents and records to FENZ.LTP A vital function is ensuring firefighting performance standards are met in urban water supply areas.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Delegation to the relevant Community Board enables them to hear submissions and make a recommendation to Council.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Local Iwi, Te Rarawa and Ngāti Kahu have been consulted with the support from Te Hono
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Public consultation provides for the community as individuals and groups to make submissions which will form part of the deliberations prior to a recommendation to Council being made.
State the financial implications and where budgetary provisions have been made to support this decision.	All upgrade and maintenance costs fall to the lessee. A nominal rent for the land of $113.00 + GST per annum is proposed. FENZ responsible for all outgoings. Existing improvements with a book value of $159,325.97 will be written off.
Chief Financial Officer review.	The CFO has reviewed this report

Receipt Number	Regarding which site would you like to make a submission?	Do you support the proposed ground lease of 30-years at this site?	Can you tell us why you chose that answer?	Do you support the proposed reclassified of the portion that FENZ currently occupy at 699 Rangiputa Road from recreational reserve to local purpose reserve?	Can you tell us why you chose that answer?	Is there anything else you would like to share?	Would you like to opportunity to present your submission in person? If you wish to present your submission in person we will contact you to arrange a time.
1	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.		No
2	1089 Broadwood Road, Broadwood	Yes	The volunteer brigade would have nowhere else to go and would not be able to afford to find another site and the area would lose the only service nearby.			No thank you.	No
3	1089 Broadwood Road, Broadwood	Yes	our local fire brigade is VITAL for our rural areas. Sometimes not everyone is available at their nearby brigade and sometimes would have to wait for Kaitaia to arrive. It's important that the brigade stays put. It's a vital need for the locals it is very much the difference between life and death.				No
6	1089 Broadwood Road, Broadwood	Yes	Closest to our home village which between there and home we need this alot.				No
7	1089 Broadwood Road, Broadwood	Yes					No
8	1089 Broadwood Road, Broadwood	Yes	The fire brigade is needed in rural communities such as broadwood. Thankyou to all our volunteers			No	No
9	1089 Broadwood Road, Broadwood	Yes					No
10	1089 Broadwood Road, Broadwood	No	Needs to be left to that community as they will LOSE the existing partnership			Not enough consultantion on this matter specially in & at those areas affected	No
11	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire services are a vital community based emergency service staffed predominately by volunteers trained at the service expense. They have security of tenure	Yes	Security of tenure for a vital emergency service	I also believe that the service should not have to pay any fee for. The use of the land and FNDC should contribute to the Fire Station in all areas	No
12	699 Rangiputa Road, Karikari Peninsula	Not sure	I am not sure just what ground is proposed for leasing.	Not sure	Bush reserves are Significant Natural Areas that the FNDC say should be protected from development. There is already a new fire station only a few km away.	I would like to be provided with further information on what is planned.	Yes
13							
14	1089 Broadwood Road, Broadwood	Yes	Better for the community and able to support the community with the right infrastructure.				No
15	1089 Broadwood Road, Broadwood	Yes	The community needs the service seeing we are quite rural and limited to services in the area. They not only provide fire services but other crucial services that the community NEED			My comment applies to the other sites as well. Keep the services In the smaller communities	No
16	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	These areas are miles away from the usual fire stations. Ours is fifty kms away and service Ann area even further out	Yes	For the good of everyone		No
17	699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui	Yes	We need fire services. These guys are volunteers and it is important they have secure access to sites that suit their service.	Yes	So they can secure their premises if necessary and not have randoms on site.		No
19	1089 Broadwood Road, Broadwood	No	30 years is too long. This whenua was part of a land settlement under Te Rarawa. I would like to know who has the legal title, as this information has not been transparent in this consultation. Who owns the land? It does not belong to FNDC so who will be granting the 30 year lease if passed. I would like the following items addressed and communicated with the community before any decision is made as this has not been made available to the public: Land ownership: Before granting any lease, it is essential to understand who owns the land. The community needs to be aware of the ownership status of the land. It is necessary to have clarity on who holds the legal title of the property. Community impact: What impact will the transfer of ownership of the land have on the community should the title be transferred to another entity? Terms of the lease: The terms of the lease need to be carefully considered and communicated before a 30 year lease is granted. Who will FENZ be paying for the lease of the land? The FNDC or the title holder? Length of the lease: The length of the lease is also important to consider. 30 years is a long time, and I would like to know if there has been any Iwi consultation given the land was part of a settlement. Transparency: The community should ensure that the process of granting the lease is transparent. There should be clear communication on the decision-making process and the rationale behind it. The community should have access to information regarding the terms of the lease, who owns the land and the impact on the community. Overall, the community needs to carefully consider the impact of granting a 30-year lease to FENZ and ensure that the terms are fair and transparent. It is essential to have a clear understanding of the ownership of the land and evaluate the benefits and drawbacks of the lease before making a decision.I would also like to know what comms, panui, signage or information has been communicated to the public advising who the rightful owners of the whenua are and acknowledging the original custodians of the land prior to this consultation process.			I support the FENZ service and understand that it is a essential service for the Broadwood Community. However, 30 years lease is too long.	No

6.5 NEW LEASE TO FENZ - 1089 BROADWOOD ROAD, BROADWOOD

File Number: **A4184182**

Author: **Tania Steen, Property Officer**

Authoriser: **Kevin Johnson, Group Manager - Delivery and Operations**

TAKE PŪRONGO / PURPOSE OF THE REPORT

For Council to consider the granting of a new 30-year (15+15) ground lease, subject to the Reserves Act 1977 and transfer of assets to Fire & Emergency New Zealand (FENZ) at 1089 Broadwood Road, Broadwood, Local Purpose (community buildings) Reserve being Lot 11 DP 38726

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- FENZ has approached Council staff with a request of transferring ownership for four separate rural fire stations buildings and assets to FENZ along with the granting of new long-term ground leases. One of these sites is in the Kaikohe - Hokianga ward.
- FENZ currently have a Licence to Use for the 4 sites which expired in June 2022.
- FENZ has made significant capital investment in all four sites and advises that it requires long-term tenure of the land to justify future investment with preference to own the land and buildings.
- This matter was last before the Kaikohe - Hokianga Community Board on 11th May 2022 when the Board recommended Council grant a New Lease to FENZ.
- Due to public consultation being required and initiated on all other FENZ sites, Council staff felt it prudent to include this site in the consultation. – Due to the land being classified Local Purpose (community buildings) Reserve it did not require public consultation.
- Council resolved to initiate Public Consultation at the Council meeting held on 30th June 2023
- Public consultation for all 4 sites ran from 30 January – 27 February 2023.
    - A total of 15 submissions were received.
    - 13 submissions were in support of the proposals.
    - One member of the Broadwood community wished to be heard and required further information. Council staff have consulted with the community member and provided further information as requested which has resulted in the community member no longer wishing to be heard.
    - One member from the Broadwood community was against and requested more information which Council staff have provided.
    - See summary of submissions attached.
- The Kaikohe - Hokianga Community Board considered this report at their meeting held 12 April 2023 and made the following resolution.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) approves a new ground lease under the Reserves Act 1977 to be issued to Fire & Emergency New Zealand over 1089 Broadwood Road, Broadwood, Local Purpose (community buildings) Reserve, being Lot 11 DP 38726,

The terms of the proposed lease shall be:

a. Term: 30 (15+15) years.
b. Rental: $113 plus GST for 2022/2023 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.

b) approves further conditions to be negotiated and agreed upon by the Group Manager Delivery and Operations and Fire and Emergency New Zealand

c) approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for $1.00.

1) TĀHUHU KŌRERO / BACKGROUND

9.1 GROUND LEASE TO FIRE AND EMERGENCY NZ (FENZ) - 1089 BROADWOOD ROAD, BROADWOOD

Agenda item 9.1 document number A3393475, pages 11 - 17 refers

RESOLUTION 2022/28

Moved: Member Moko Tepania
Seconded: Member Alan Hessell

The Kaikohe-Hokianga Community Board recommends that Council grant a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following site:

i. **1089 Broadwood Road, Broadwood – Local Purpose (community buildings) Reserve being Lot 11 DP 38726 and**
ii. **transfer ownership of the existing buildings and improvements to FENZ for $1.00.**

CARRIED

8.4 GROUND LEASE AND TRANSFER OF BUILDINGS & IMPROVEMENTS TO FIRE AND EMERGENCY NZ (FENZ)

Agenda item 8.4 document number A3707876, pages 38 - 45 refers

RESOLUTION 2022/49

Moved: Cr John Vujcich
Seconded: Cr Dave Collard

That Council:

a) **initiates public consultation on granting of a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following sites:**
   i. **721 Taupo Bay Road, Mangonui. – being Fee Simple Lot 1 DP 200200**
   ii. **1089 Broadwood Road, Broadwood – Local Purpose (community buildings) Reserve being Lot 11 DP 38726**
   iii. **3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633 (Fee Simple)**
b) **initiates public consultation on transferring ownership of buildings and improvements to Fire & Emergency New Zealand for $1.00.**
c) **appoints the relevant Community Boards to hear any submissions received in response to the consultation process for their Ward and to make recommendation to the Council.**
d) **agree that this public excluded resolution will be released to be public immediately as a result of the decisions made at this meeting.**

CARRIED

Fire & Emergency NZ provides a highly valued service to the rural communities of the district and in some instances are a focal point for certain communities.
Fire and Emergency New Zealand occupy established rural fire stations at the following location:

- 1089 Broadwood Road, Broadwood, Local Purpose (community buildings) Reserve being Lot 11 DP 38726.

The establishment of rural fire stations throughout the Far North was through a mix of local community and Council support.

- Existing tenure is by way of Licence to Use that expired in June 2022.
- Since its creation under the Fire and Emergency New Zealand Act 2017, Fire & Emergency NZ has undertaken considerable capital investment in the fire station.
- Fire & Emergency NZ has informed Council that it wants secured tenure to support future investment in the fire station.
- It is proposed that the licence to use currently in place is replaced with a long-term ground lease.
- The Reserves Act 1977 provides for the administering body of a reserve to lease all or part of a reserve for an appropriate purpose.

The Reserves Act 1977 provides for the administering body of a reserve to lease all or part of a reserve for an appropriate purpose.

Council delegations: the role of the Board vs the role of the Council

Council's delegations to Community Boards authorise the Boards to provide recommendations to the Council in respect of applications for the use and/or lease of reserves not contemplated by an existing reserve management plan.

The Kaikohe-Hokianga Community Board is therefore now required to deliberate upon the submissions received (see attached list of submissions), and then make a recommendation to Council in respect of the proposal.

Minister of Conservation 2013 Reserves Act delegation to Council: Council, in exercising the Ministers delegation is to wear both the Ministers hat and that of the Council by considering both the wider public interest as well as the interest of the local community and that the requirements of the Reserves Act have been followed.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Fire & Emergency NZ has invested considerably into the building and advised if the ownership of the buildings does not transfer into their ownership, that it will only to maintain the assets in their current condition and would look to the Council to fund future CAPEX expenditure, e.g., re-roofing, exterior painting, rewiring, recladding etc.

Option 1: Recommended

a) Enter into a 15-year ground lease with a further 15-year right of renewal at community rent ($113 + gst pa, FNDC Fees and Charges Schedule 2022/2023 - Community leases) for the site.
b) Transfer ownership of all existing buildings and improvements to Fire & Emergency NZ for $1.00 and write off the book value against retained earnings for the site.

Option 2:

a) Enter into a 15-year ground lease with a further 15-year right of renewal for the site.
b) Council retains ownership of the buildings and improvements

Council would be responsible for all building maintenance and capital expenditure.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Transferring the ownership of the building and improvements accompanied with a 30-year (15+15) ground lease, will provide Fire & Emergency NZ with its required security of tenure to enable it to undertake building and facility improvements in confidence, while relieving Council of ongoing maintenance requirements.

Council retention of land ownership provides the next generations of ratepayers with options for alternative uses for these lands in the future.

Fire & Emergency NZ expressed any existing arrangements involving shared space, access and occupancy with community groups would continue unabated.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Under the Licence to Use FNDC does not charge rent for the use of the land and buildings.

If the recommendation to transfer the ownership of the building assets to Fire & Emergency NZ is adopted by Council and the associated lands are subject to ground leases, then a nominal ground rental of 113.00 + GST per annum is proposed.

The current “book value” of improvements is $73,642.07 It is proposed that the improvements will be disposed of, and the value written off to retained earnings. This is an accounting entry only and has no financial impact on rates.

ĀPITIHANGA / ATTACHMENTS

1. Response Export - FENZ Submissions 28.02.23 - A4153435 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Legislation Fire and Emergency Act 2017 until 2017 Council was the rural fire authority. The current Act provides for the handover of responsibility and duties along with documents and records to FENZ.LTP A vital function is ensuring firefighting performance standards are met in urban water supply areas.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Delegation to the relevant Community Board enables them to hear submissions and make a recommendation to Council.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Local Iwi Te Rarawa have been consulted with the support from Te Hono
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Public consultation provides for the community as individuals and groups to make submissions which will form part of the deliberations prior to a recommendation to Council being made.
State the financial implications and where budgetary provisions have been made to support this decision.	All upgrade and maintenance costs fall to the lessee. A nominal rent for the land of $113.00 + GST per annum is proposed. FENZ responsible for all outgoings.

	Existing improvements with a book value of $73,642.07 will be written off.
Chief Financial Officer review.	The Acting CFO has reviewed this report.

Receipt Number	Regarding which site would you like to make a submission?	Do you support the proposed ground lease of 30-years at this site?	Can you tell us why you chose that answer?	Do you support the proposed reclassified of the portion that FENZ currently occupy at 699 Rangiputa Road from recreational reserve to local purpose reserve?	Can you tell us why you chose that answer?	Is there anything else you would like to share?	Would you like to opportunity to present your submission in person? If you wish to present your submission in person we will contact you to arrange a time.
1	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.		No
2	1089 Broadwood Road, Broadwood	Yes	The volunteer brigade would have nowhere else to go and would not be able to afford to find another site and the area would lose the only service nearby.			No thank you.	No
3	1089 Broadwood Road, Broadwood	Yes	our local fire brigade is VITAL for our rural areas. Sometimes not everyone is available at their nearby brigade and sometimes would have to wait for Kaitaia to arrive. It's important that the brigade stays put. It's a vital need for the locals it is very much the difference between life and death.				No
4	1089 Broadwood Road, Broadwood	Yes	Closest to our home village which between there and home we need this alot.				No
5	1089 Broadwood Road, Broadwood	Yes					No
6	1089 Broadwood Road, Broadwood	Yes	The fire brigade is needed in rural communities such as broadwood. Thankyou to all our volunteers			No	No
7	1089 Broadwood Road, Broadwood	Yes					No
8	1089 Broadwood Road, Broadwood	No	Needs to be left to that community as they will LOSE the existing partnership			Not enough consultantion on this matter specially in & at those areas affected	No
9	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire services are a vital community based emergency service staffed predominately by volunteers trained at the service expense. They have security of tenure	Yes	Security of tenure for a vital emergency service	I also believe that the service should not have to pay any fee for. The use of the land and FNDC should contribute to the Fire Station in all areas	No
10	699 Rangiputa Road, Karikari Peninsula	Not sure	I am not sure just what ground is proposed for leasing.	Not sure	Bush reserves are Significant Natural Areas that the FNDC say should be protected from development. There is already a new fire station only a few km away.	I would like to be provided with further information on what is planned.	Yes
11	1089 Broadwood Road, Broadwood	Yes	Better for the community and able to support the community with the right infrastructure.				No
12	1089 Broadwood Road, Broadwood	Yes	The community needs the service seeing we are quite rural and limited to services in the area. They not only provide fire services but other crucial services that the community NEED			My comment applies to the other sites as well. Keep the services In the smaller communities	No
13	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	These areas are miles away from the usual fire stations. Ours is fifty kms away and service Ann area even further out	Yes	For the good of everyone		No
14	699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui	Yes	We need fire services. These guys are volunteers and it is important they have secure access to sites that suit their service.	Yes	So they can secure their premises if necessary and not have randoms on site.		No
15	1089 Broadwood Road, Broadwood	No	30 years is too long. This whenua was part of a land settlement under Te Rarawa. I would like to know who has the legal title, as this information has not been transparent in this consultation. Who owns the land? It does not belong to FNDC so who will be granting the 30 year lease if passed. I would like the following items addressed and communicated with the community before any decision is made as this has not been made available to the public: Land ownership: Before granting any lease, it is essential to understand who owns the land. The community needs to be aware of the ownership status of the land. It is necessary to have clarity on who holds the legal title of the property. Community impact: What impact will the transfer of ownership of the land have on the community should the title be transferred to another entity? Terms of the lease: The terms of the lease need to be carefully considered and communicated before a 30 year lease is granted. Who will FENZ be paying for the lease of the land? The FNDC or the title holder? Length of the lease: The length of the lease is also important to consider. 30 years is a long time, and I would like to know if there has been any Iwi consultation given the land was part of a settlement. Transparency: The community should ensure that the process of granting the lease is transparent. There should be clear communication on the decision-making process and the rationale behind it. The community should have access to information regarding the terms of the lease, who owns the land and the impact on the community. Overall, the community needs to carefully consider the impact of granting a 30-year lease to FENZ and ensure that the terms are fair and transparent. It is essential to have a clear understanding of the ownership of the land and evaluate the benefits and drawbacks of the lease before making a decision.I would also like to know what comms, panui, signage or information has been communicated to the public advising who the rightful owners of the whenua are and acknowledging the original custodians of the land prior to this consultation process.			I support the FENZ service and understand that it is a essential service for the Broadwood Community. However, 30 years lease is too long.	No

6.6 NEW LEASE TO FENZ - 699 RANGIPUTA ROAD, KARIKARI PENINSULA

File Number: **A4184282**

Author: **Tania Steen, Property Officer**

Authoriser: **Kevin Johnson, Group Manager - Delivery and Operations**

TAKE PŪRONGO / PURPOSE OF THE REPORT

For Council to consider the granting of a new 30-year (15+15) ground lease, subject to the Reserves Act 1977 and transfer of assets to Fire & Emergency New Zealand (FENZ) at 699 Rangiputa Road, Karikari, Recreation Reserve, being part of section 19 BLK 11 Rangaunu SD.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- FENZ has approached Council staff with a request of transferring ownership for four separate rural fire stations buildings and assets to FENZ along with the granting of new long-term ground leases. Two of these sites is in the Te Hiku Ward.
- FENZ currently have a Licence to Use for the 4 sites which expired in June 2022.
- FENZ has made significant capital investment in all four sites and advises that it requires long-term tenure of the land to justify future investment with preference to own the land and buildings.
- This matter was last before the Te Hiku Community Board on 10 May 2022 when the Board recommended initiation of the public consultation process to Council.
- Council resolved to initiate Public Consultation at the Council meeting held on 30th June 2023
- Public consultation for all 4 sites ran from 30 January – 27 February 2023.
- A total of 15 submissions were received.
  - 13 submissions were in support of the proposals.
  - One member of the Rangiputa community wished to be heard and required further information. Council staff have consulted with the community member and provided further information as requested which has resulted in the community member no longer wishing to be heard.
  - One member from the Broadwood community was against and requested more information which Council staff have provided.
  - See summary of submissions attached
- The Te Hiku Community Board considered this report at their meeting held 11 April 2023 and made the following resolution.

TŪTOHUNGA / RECOMMENDATION

That Council:

a. approves a new ground lease under the Reserves Act 1977 to be issued to Fire & Emergency New Zealand over 699 Rangiputa Road, Karikari, 1600 square meters more or less, subject to survey of the land, being part of section 19 BLK 11 Rangaunu SD being 13.8225 hectares and vested in Far North District Council as Recreation Reserve.

The terms of the proposed lease shall be:

- **a. Term: 30 (15+15) years.**
- **b. Rental: $113 plus GST for 2022/23 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.**

b. approves the change of classification of the (sqm 1600) of land at 699 Rangiputa Road, Karikari, subject to the lease as Local Purpose (community building) Reserve, with the balance remaining as Recreation Reserve under the Reserves Act 1997.

c. approves further conditions to be negotiated and agreed upon by the Group Manager Delivery and Operations and Fire and Emergency New Zealand

d. approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for $1.00.

1) TĀHUHU KŌRERO / BACKGROUND

9.1 GROUND LEASE TO FIRE AND EMERGENCY NZ (FENZ) - RANGIPUTA, HIHI AND PUKENUI STATIONS

Agenda item 9.1 document number A3418735, pages 11 - 16 refers.

RESOLUTION 2022/39

Moved: Chairperson Adele Gardner
Seconded: Member Jaqi Brown

That Te Hiku Community Board:

a) **recommends to Council that a public consultation process is commenced on the granting of a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following 3 sites:**

- **ii. 3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633 (Fee Simple)**
- **iii. 699 Rangiputa Road, Karikari, 1600 square metres more or less, subject to survey of the land, being part of section 19 BLK 11 Rangaunu SD being 13.8225 hectares (Vested in Far North District Council as Recreation Reserve).**

b) **recommends to Council that a public consultation process is commenced on a change of classification for (1600 square metres more or less, subject to survey) of land at 699 Rangiputa Road, Karikari, subject to the lease, to Local Purpose (community building) Reserve with the balance reserve land remaining Recreation Reserve, under the Reserves Act 1997.**

c) **recommends to Council that the public consultation process is commenced on the transferring ownership of buildings and improvements to Fire & Emergency New Zealand.**

d) **is appointed to hear any submissions received in response to the consultation process and to make recommendations to Council.**

CARRIED

Fire & Emergency NZ provides a highly valued service to the rural communities of the district and in some instances are a focal point for certain communities.
Fire and Emergency New Zealand occupy established rural fire stations at the following location:

- 699 Rangiputa Road, Karikari, Recreation Reserve, being part section 19 BLK 11 Rangaunu SD

The establishment of rural fire stations throughout the Far North was through a mix of local community and Council support.

- Existing tenure is by way of Licence to Use that expired in June 2022.
- Since its creation under the Fire and Emergency New Zealand Act 2017, Fire & Emergency NZ has undertaken considerable capital investment in the fire stations.
- Fire & Emergency NZ has informed Council that it wants secured tenure to support future investment in the fire stations.
- It is proposed that the licence to use currently in place is replaced with a long term ground lease.
- The Reserves Act 1977 provides for the administering body of a reserve to lease all or part of a reserve for an appropriate purpose.

In reference to - **699 Rangiputa Road, Karikari Peninsula – Recreation Reserve**

The Reserves Act provides for the administering body of a reserve to lease all or part of a reserve for an appropriate purpose. Public consultation, giving full consideration to all submissions, is to be undertaken prior to the granting of a lease.
By way of the Reserves Act 1997 (The Act) it is further proposed to change the classification of 1600 square meters (more or less) being the land currently occupied by Fire & Emergency NZ to Local Purpose (community building) Reserve with the balance of the reserve land remaining as Recreation Reserve.

Part Section 19 BLK 11 Rangaunu SD is vested in Council as a classified Recreation Reserve. The Act requires Council as the local authority to classify vested reserves according to their primary purpose. The proposed change of classification will see the fire station site classified appropriately. The Act allows for part of a reserve to be classified for one purpose and the other part of the same reserve for another purpose. Prior to changing a reserve classification, the local authority is to undertake public notice, giving full consideration to all submissions.

Council delegations: the role of the Board vs the role of the Council

Council's delegations to Community Boards authorise the Boards to provide recommendations to the Council in respect of applications for the use and/or lease of reserves not contemplated by an existing reserve management plan.

The Kaikohe-Hokianga Community Board is therefore now required to deliberate upon the submissions received (see attached list of submissions), and then make a recommendation to Council in respect of the proposal.

Minister of Conservation 2013 Reserves Act delegation to Council: Council, in exercising the Ministers delegation is to wear both the Ministers hat and that of the Council by considering both the wider public interest as well as the interest of the local community and that the requirements of the Reserves Act have been followed.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Fire & Emergency NZ has invested considerably into the building and advised if the ownership of the buildings does not transfer into their ownership, that it will only to maintain the assets in their current condition and would look to the Council to fund future CAPEX expenditure, e.g., re-roofing, exterior painting, rewiring, recladding etc.

Option 1: Recommended

a) Enter into a 15-year ground lease with a further 15-year right of renewal at community rent ($113 + gst pa, FNDC Fees and Charges Schedule 2022/2023 - Community leases) for the sites.
b) Transfer ownership of all existing buildings and improvements to Fire & Emergency NZ for $1.00 and write off the book value against retained earnings for the site.
c) Change the classification of 1600sqm (more or less) of land at 699 Rangiputa Road, Karikari, subject to the lease, to Local Purpose (community building) Reserve, with the balance remaining Recreation Reserve under the Reserves Act 1997.

Option 2:

a) Enter into a 15-year ground lease with a further 15-year right of renewal for the site.
b) Council retains ownership of the buildings and improvements
c) Change the classification of 1600sqm (more or less) of land at 699 Rangiputa Road, Karikari, subject to the lease, to Local Purpose (community building) Reserve, with the balance remaining Recreation Reserve under the Reserves Act 1997.

Council would be responsible for all building maintenance and capital expenditure.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Transferring the ownership of the building and improvements accompanied with a 30-year (15+15) ground lease, will provide Fire & Emergency NZ with its required security of tenure to enable it to undertake building and facility improvements in confidence, while relieving Council of ongoing maintenance requirements.

Council retention of land ownership provides the next generations of ratepayers with options for alternative uses for these lands in the future.

Fire & Emergency NZ expressed any existing arrangements involving shared space, access and occupancy with community groups would continue unabated.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Under the Licence to Use FNDC does not charge rent for the use of the land and buildings.

If the recommendation to transfer the ownership of the building assets to Fire & Emergency NZ is adopted by Council and the associated lands are subject to ground leases, then a nominal ground rental of 113.00 + GST per annum is proposed for each site.

The current “book value” of both sites improvements is $171,785.58, It is proposed that the improvements will be disposed of, and the value written off to retained earnings. This is an accounting entry only and has no financial impact on rates.

ĀPITIHANGA / ATTACHMENTS

1. **FENZ Submission Receipt Redacted - A4149550** ⇩
2. **Response Export - FENZ Submissions 28.02.23 - A4149663** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Legislation Fire and Emergency Act 2017 until 2017 Council was the rural fire authority. The current Act provides for the handover of responsibility and duties along with documents and records to FENZ.LTP A vital function is ensuring firefighting performance standards are met in urban water supply areas.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Delegation to the relevant Community Board enables them to hear submissions and make a recommendation to Council.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Local Iwi Ngāti Kahu have been consulted with the support from Te Hono
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Public consultation provides for the community as individuals and groups to make submissions which will form part of the deliberations prior to a recommendation to Council being made.
State the financial implications and where budgetary provisions have been made to support this decision.	All upgrade and maintenance costs fall to the lessee. A nominal rent for the land of $113.00 + GST per annum is proposed. FENZ responsible for all outgoings. Existing improvements with a book value of $171,785.58 will be written off.
Chief Financial Officer review.	The CFO has reviewed this report

FENZ requested ground lease and transfer of ownership

Submission date:	**6 February 2023, 5:51PM**
Receipt number:	**12**
Related form version:	**3**

Regarding which site would you like to make a submission?	**699 Rangiputa Road, Karikari Peninsula**
Do you support the proposed ground lease of 30-years at this site?	**Not sure**
Can you tell us why you chose that answer?	**I am not sure just what ground is proposed for leasing.**
Do you support the proposed reclassified of the portion that FENZ currently occupy at 699 Rangiputa Road from recreational reserve to local purpose reserve?	**Not sure**
Can you tell us why you chose that answer?	**Bush reserves are Significant Natural Areas that the FNDC say should be protected from development. There is already a new fire station only a few km away.**
Is there anything else you would like to share?	**I would like to be provided with further information on what is planned.**
Would you like to opportunity to present your submission in person? If you wish to present your submission in person we will contact you to arrange a time.	**Yes**

About you

First name	[redacted]
Last name	[redacted]

Organisation (if applicable)	
Position in organisation (if applicable)	
Your email	[redacted]
Phone	
Which ward do you live in?	
Would you like to be informed about future consultations?	**Yes**

Anyone is invited to give feedback using this form, either online or written. Feedback can be from an individual or on behalf of an organisation. Your personal information will not be used for any purpose other than updating you on outcome of this consultation, unless you have indicated you wish to be informed about future consultations. Your personal information is handled according to the principles of the Privacy Act 2020.

I have read the terms of this public consultation

Receipt Number	Regarding which site would you like to make a submission?	Do you support the proposed ground lease of 30-years at this site?	Can you tell us why you chose that answer?	Do you support the proposed reclassified of the portion that FENZ currently occupy at 699 Rangiputa Road from recreational reserve to local purpose reserve?	Can you tell us why you chose that answer?	Is there anything else you would like to share?	Would you like to opportunity to present your submission in person? If you wish to present your submission in person we will contact you to arrange a time.	Which ward do you live in?
1	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.	Yes	Fire Service is an essential community function, the council shouold support it any and all practicable ways.		No	Bay of Islands-Whangaroa (East)
2	1089 Broadwood Road, Broadwood	Yes	The volunteer brigade would have nowhere else to go and would not be able to afford to find another site and the area would lose the only service nearby.			No thank you.	No	Kaikohe-Hokianga (West)
3	1089 Broadwood Road, Broadwood	Yes	our local fire brigade is VITAL for our rural areas. Sometimes not everyone is available at their nearby brigade and sometimes would have to wait for Kaitaia to arrive. It's important that the brigade stays put. It's a vital need for the locals it is very much the difference between life and death.				No	Kaikohe-Hokianga (West)
6	1089 Broadwood Road, Broadwood	Yes	Closest to our home village which between there and home we need this alot.				No	Outside Far North
7	1089 Broadwood Road, Broadwood	Yes					No	Outside Far North
8	1089 Broadwood Road, Broadwood	Yes	The fire brigade is needed in rural communities such as broadwood. Thankyou to all our volunteers			No	No	Te Hiku (North)
9	1089 Broadwood Road, Broadwood	Yes					No	Te Hiku (North)
10	1089 Broadwood Road, Broadwood	No	Needs to be left to that community as they will LOSE the existing partnership			Not enough consultantion on this matter specially in & at those areas affected	No	Kaikohe-Hokianga (West)
11	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	Fire services are a vital community based emergency service staffed predominately by volunteers trained at the service expense. They have security of tenure	Yes	Security of tenure for a vital emergency service	I also believe that the service should not have to pay any fee for. The use of the land and FNDC should contribute to the Fire Station in all areas	No	Bay of Islands-Whangaroa (East)
12	699 Rangiputa Road, Karikari Peninsula	Not sure	I am not sure just what ground is proposed for leasing.	Not sure	Bush reserves are Significant Natural Areas that the FNDC say should be protected from development. There is already a new fire station only a few km away.	I would like to be provided with further information on what is planned.	Yes	Te Hiku (North)
13								Te Hiku (North)
14	1089 Broadwood Road, Broadwood	Yes	Better for the community and able to support the community with the right infrastructure.				No	Outside Far North
15	1089 Broadwood Road, Broadwood	Yes	The community needs the service seeing we are quite rural and limited to services in the area. They not only provide fire services but other crucial services that the community NEED			My comment applies to the other sites as well. Keep the services in the smaller communities	No	Te Hiku (North)
16	3985 State Highway 1, Northern Aupori, Pukenui,699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui,1089 Broadwood Road, Broadwood	Yes	These areas are miles away from the usual fire stations. Ours is fifty kms away and service Ann area even further out	Yes	For the good of everyone		No	Kaikohe-Hokianga (West)
17	699 Rangiputa Road, Karikari Peninsula,721 Taupo Bay Road, Mangonui	Yes	We need fire services. These guys are volunteers and it is important they have secure access to sites that suit their service.	Yes	So they can secure their premises if necessary and not have randoms on site.		No	Te Hiku (North)
19	1089 Broadwood Road, Broadwood	No	30 years is too long. This whenua was part of a land settlement under Te Rarawa. I would like to know who has the legal title, as this information has not been transparent in this consultation. Who owns the land? It does not belong to FNDC so who will be granting the 30 year lease if passed. I would like the following items addressed and communicated with the community before any decision is made as this has not been made available to the public: Land ownership: Before granting any lease, it is essential to understand who owns the land. The community needs to be aware of the ownership status of the land. It is necessary to have clarity on who holds the legal title of the property. Community impact: What impact will the transfer of ownership of the land have on the community should the title be transferred to another entity? Terms of the lease: The terms of the lease need to be carefully considered and communicated before a 30 year lease is granted. Who will FENZ be paying for the lease of the land? The FNDC or the title holder? Length of the lease: The length of the lease is also important to consider. 30 years is a long time, and I would like to know if there has been any Iwi consultation given the land was part of a settlement. Transparency: The community should ensure that the process of granting the lease is transparent. There should be clear communication on the decision-making process and the rationale behind it. The community should have access to information regarding the terms of the lease, who owns the land and the impact on the community. Overall, the community needs to carefully consider the impact of granting a 30-year lease to FENZ and ensure that the terms are fair and transparent. It is essential to have a clear understanding of the ownership of the land and evaluate the benefits and drawbacks of the lease before making a decision. I would also like to know what comms, panui, signage or information			I support the FENZ service and understand that it is a essential service for the Broadwood Community. However, 30 years lease is too long.	No	

6.7 NEW LEASE TO FENZ - 721 TAUPO BAY ROAD

File Number: **A4184976**

Author: **Tania Steen, Property Officer**

Authoriser: **Kevin Johnson, Group Manager - Delivery and Operations**

TAKE PŪRONGO / PURPOSE OF THE REPORT

For Council to consider the granting of a new 30-year (15+15) ground lease and transfer of assets to Fire & Emergency New Zealand (FENZ) at 721 Taupo Bay Road, Mangonui, being Lot 1 DP 200100 – Fee simple.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- FENZ has approached Council staff with a request of transferring ownership for four separate rural fire stations buildings and assets to FENZ along with the granting of new long-term ground leases. One of these sites is located in the Bay of Islands - Whangaroa ward.
- FENZ currently have a Licence to Use for the 4 sites which expired in June 2022.
- FENZ has made significant capital investment in all four sites and advises that it requires long-term tenure of the land to justify future investment with preference to own the land and buildings.
- This matter was last before the Bay of Islands - Whangaroa Community Board on 2nd June 2022 when the Board recommended initiation of the public consultation process to Council.
- Council resolved to initiate Public Consultation at the Council meeting held on 30th June 2023
- Public consultation for all 4 sites ran from 30 January – 27 February 2023.
    - A total of 15 submissions were received.
    - 13 submissions were in support of the proposals.
    - One member of the Rangiputa community wished to be heard and required further information. Council staff have consulted with the community member and provided further information as requested which has resulted in the community member no longer wishing to be heard.
    - One member from the Broadwood community was against and requested more information which Council staff have provided.
    - See summary of submissions attached.
- The Bay of Islands - Whangaroa Community Board considered this report at their meeting held 13 April 2023 and made the following resolution.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) approves a new ground lease to be issued to Fire & Emergency New Zealand over 721 Taupo Bay Road, Mangonui, being Lot 1 DP 200100.

The terms of the proposed lease shall be:

a. Term: 30 (15+15) years.

b. Rental: $113 plus GAT for 2022/23 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.

b) approves further conditions to be negotiated and agreed upon by the Group Manager Delivery and Operations and Fire and Emergency New Zealand.

c) approves transferring ownership of buildings and improvements to fire & Emergency New Zealand for $1.00.

1) TĀHUHU KŌRERO / BACKGROUND

9.2 GROUND LEASE TO FIRE AND EMERGENCY NZ (FENZ) - 721 TAUPO BAY ROAD, MANGONUI

Agenda item 9.2 document number A3671560, pages 13 - 18 refers

RESOLUTION 2022/44

Moved: Chairperson Belinda Ward
Seconded: Member Bruce Mills

That the Bay of Islands – Whangaroa Community Board:

a) recommends to Council that a public consultation process is commenced on the granting of a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following site:

i. 721 Taupo Bay Road, Mangonui. – Fee Simple Lot 1 DP 200200

b) recommends to Council that the public consultation process is commenced on the transferring ownership of buildings and improvements to Fire & Emergency New Zealand.

c) is appointed to hear any submissions received in response to the consultation process and to make recommendations to the Council.

CARRIED

8.4 GROUND LEASE AND TRANSFER OF BUILDINGS & IMPROVEMENTS TO FIRE AND EMERGENCY NZ (FENZ)

Agenda item 8.4 document number A3707876, pages 38 - 45 refers

RESOLUTION 2022/49

Moved: Cr John Vujcich
Seconded: Cr Dave Collard

That Council:

a) initiates public consultation on granting of a new 15-year ground lease with a further 15-year right of renewal to Fire & Emergency NZ, for the following sites:

i. 721 Taupo Bay Road, Mangonui. – being Fee Simple Lot 1 DP 200200

ii. 1089 Broadwood Road, Broadwood – Local Purpose (community buildings) Reserve being Lot 11 DP 38726

iii. 3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633 (Fee Simple)

b) initiates public consultation on transferring ownership of buildings and improvements to Fire & Emergency New Zealand for $1.00.

c) appoints the relevant Community Boards to hear any submissions received in response to the consultation process for their Ward and to make recommendation to the Council.

d) agree that this public excluded resolution will be released to be public immediately as a result of the decisions made at this meeting.

CARRIED

Fire & Emergency NZ provides a highly valued service to the rural communities of the district and in some instances are a focal point for certain communities.
Fire and Emergency New Zealand occupy established rural fire stations at the following location:

- 721 Taupo Bay Road, Mangonui. – Fee Simple

The establishment of rural fire stations throughout the Far North was through a mix of local community and Council support.

- Existing tenure is by way of Licence to Use that expired in June 2022.
- Since its creation under the Fire and Emergency New Zealand Act 2017, Fire & Emergency NZ has undertaken considerable capital investment in the fire station.
- Fire & Emergency NZ has informed Council that it wants secured tenure to support future investment in the fire station.
- It is proposed that the licence to use currently in place is replaced with a long-term ground lease.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Fire & Emergency NZ has invested considerably into the building and advised if the ownership of the buildings does not transfer into their ownership, that it will only to maintain the assets in their current condition and would look to the Council to fund future CAPEX expenditure, e.g., re-roofing, exterior painting, rewiring, recladding etc.

Option 1: Recommended

a) Enter into a 15-year ground lease with a further 15-year right of renewal at community rent ($113 + gst pa, FNDC Fees and Charges Schedule 2022/2023 - Community leases) for the site.
b) Transfer ownership of all existing buildings and improvements to Fire & Emergency NZ for $1.00 and write off the book value against retained earnings for the site.

Option 2:

a) Enter into a 15-year ground lease with a further 15-year right of renewal for the site.
b) Council retains ownership of the buildings and improvements

Council would be responsible for all building maintenance and capital expenditure.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Transferring the ownership of the building and improvements accompanied with a 30-year (15+15) ground lease, will provide Fire & Emergency NZ with its required security of tenure to enable it to undertake building and facility improvements in confidence, while relieving Council of ongoing maintenance requirements.

Council retention of land ownership provides the next generations of ratepayers with options for alternative uses for these lands in the future.

Fire & Emergency NZ expressed any existing arrangements involving shared space, access and occupancy with community groups would continue unabated.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Under the Licence to Use FNDC does not charge rent for the use of the land and buildings.

If the recommendation to transfer the ownership of the building assets to Fire & Emergency NZ is adopted by Council and the associated lands are subject to ground leases, then a nominal ground rental of 113.00 + GST per annum is proposed for each site.

The current “book value” of improvements is $99,470.51, It is proposed that the improvements will be disposed of, and the value written off to retained earnings. This is an accounting entry only and has no financial impact on rates.

ĀPITIHANGA / ATTACHMENTS

Nil

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Legislation Fire and Emergency Act 2017 until 2017 Council was the rural fire authority. The current Act provides for the handover of responsibility and duties along with documents and records to FENZ.LTP A vital function is ensuring firefighting performance standards are met in urban water supply areas.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Delegation to the relevant Community Board enables them to hear submissions and make a recommendation to Council.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Local iwi, Ngāti Kahu ki Whangaroa and Ngāpuhi/Ngāti Kahu ki Whaingaroa have been consulted with the support from Te Hono
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Public consultation provides for the community as individuals and groups to make submissions which will form part of the deliberations prior to a recommendation to Council being made.
State the financial implications and where budgetary provisions have been made to support this decision.	All upgrade and maintenance costs fall to the lessee. A nominal rent for the land of $113.00 + GST per annum is proposed. FENZ responsible for all outgoings. Existing improvements with a book value of $99,470.51 will be written off.
Chief Financial Officer review.	The CFO has reviewed this report

6.8 KAITAIA SATURDAY MARKET - LICENCE TO OCCUPY

File Number: **A4184708**

Author: **Graham Norton, Team Leader - Facilities Operations**

Authoriser: **Kevin Johnson, Group Manager - Delivery and Operations**

TAKE PŪRONGO / PURPOSE OF THE REPORT

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Shirley Williams has approached Council for renewal of a long-standing over the Melba Avenue Carpark in Kaitaia in order to provide a defined home for the Kaitaia Saturday Market.
- The Kaitaia Saturday Market has occupied this space under a LTO since at least February 2000.
- At the meeting held 11 April 2023 the Te Hiku Community Board made the following recommendation to Council.

TŪTOHUNGA / RECOMMENDATION

That Council;

a) approve the Licence to Occupy to be issued to Shirley Williams for the Melba Avenue Carpark, Lot 3 DP 179628 NA110D/257 for a 12-month term with a Right to Renew, and

b) any subsequent markets held be charged at the daily fee as an additional charge.

1) TĀHUHU KŌRERO / BACKGROUND

The Kaitaia Saturday Market has been held on the designated site on Melba Avenue Carpark since at least February 2000 under a Licence to Occupy Agreement and provides considerable value to the town through increased visitor traffic (local, district and tourist). This was transitioned over to a new holder in approximately FY21-22 without any wider consultation. As the Licence to Occupy is now due for renewal it was felt appropriate to provide the Community Board an opportunity to review the agreement and provide comment and a recommendation to Council on the renewal.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

- It is suggested that the existing agreement be retained with minor amendments to the clauses to include a requirement of an Annual Report, providing improved transparency around the market operation, site occupation numbers, and reinvestment into the community from the LTO holder.

  The current Licence to Occupy agreement is written to provide considerable flexibility should anything change and the space need to be returned to council control so poses low risk to council.
  The daily fee would increase to $215.00 to reflect 7.5% inflation costs.

- The Licence to Occupy can be declined but there is a degree of reputational risk associated with this given the community value of this event and duration that the LTO has been in place. Ultimately declining the LTO does not stop the event progressing but does remove certainty as other users may book the space for alternative events – the report writer is not aware of any historical conflict over the space the Saturday Market occupies that would warrant this change. If the Market books on a per event basis we would see increased workload for council staff in processing applications, potentially taking focus away from other community events.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Negligible – if approved there will be a minor increase in revenue.

ĀPITIHANGA / ATTACHMENTS

1. **230323GN KTA Market LTO - Copy - A4142887**
2. **230323GN KTA Market LTO - Feb 2000 - A4142985**
3. **230323GN KTA Market Report Jan - Feb - A4142886**

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The market pulls the community together, promotes local business and attracts visitor income into the area.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Delegation to the relevant Community Board enables them to hear submissions and make a recommendation to Council.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	This is not considered a significant decision as the LTO benefits all groups, only impacts a small area within a built environment and has considerable built in flexibility. As such consultation has not been undertaken.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	No Impact
State the financial implications and where budgetary provisions have been made to support this decision.	Minimal – under financial implications
Chief Financial Officer review.	NA

LICENCE TO OCCUPY CARPARK
Kaitaia Saturday Market

Executed this day of 2022

The FAR NORTH DISTRICT COUNCIL ("the Council") is the owner of the Melba Street carpark, Kaitaia being Lot 3 DP 179628 NA110D/257.

And SHIRLEY WILLIAMS ("the licensee") wishes to occupy and use part of the carpark for the purpose of a "Market Place" (area of licence shown on attached plan).

IT IS AGREED
That the Council, pursuant to the provisions of Section 12(2) of the Local Government Act 2002, shall permit Shirley Williams to occupy and use the carpark as a marketplace and that Shirley Williams shall accept the occupation and use on the following terms and conditions:

1. The term of this licence shall be for **one (1) year commencing 1 April 2022,** with a right to renew, and may be terminated by either party giving two month's notice in writing.

2. If the Council should at any time during the term of this licence require possession of any part or the whole of the carpark for any purpose the Council may vary the licence area by giving one (1) month's written notice to the Licensee.

3. The Council may terminate this licence immediately by providing written notice to the Licensee if the Licensee commits a material breach of the terms and conditions.

4. The Licensee shall not be entitled to any compensation of damages from the Council arising directly or indirectly in connection with variation or termination of the licence.

5. The days of use shall be any Saturday of the year between the hours of 7.00am. to 2.00pm, or such other days and/or times as the Council may agree to in writing.

6. A rental of $215.00 (inclusive of GST if any) shall be paid to the Council for any day the market is held or for any other use of the carpark as agreed in writing by Council. Any subsequent markets held shall be charged at the daily fee as an additional charge.

7. The Licensee shall at all times that the market is operating, or any other use by the Licensee of the carpark, hold a public liability insurance of $1,000,000 (minimum) and indemnity insurance of $500,000 (minimum).

8. The Licensee shall be responsible to ensure that it or any stallholder holds all appropriate consents in relation to any Act, Regulation or Bylaw, and to indemnify the Council against any costs or penalty or the costs entailed in performing any obligation in respect of the same which might otherwise be imposed on the Licensee or the stall holders.

9. The Licensee shall attend a Council run Volunteer Health and Safety (HAS) session and provide a Council approved HAS plan that includes a completed Job Safety Analysis (JSA) form and map.

10. The Licensee shall ensure compliance with all COVID related requirements.

11. The Licensee must obtain prior approval from Council of a Waste Management and Minimisation Plan that sets out:
    a. an estimate of the types and amounts of waste to be generated
    b. how waste generated is to be minimised

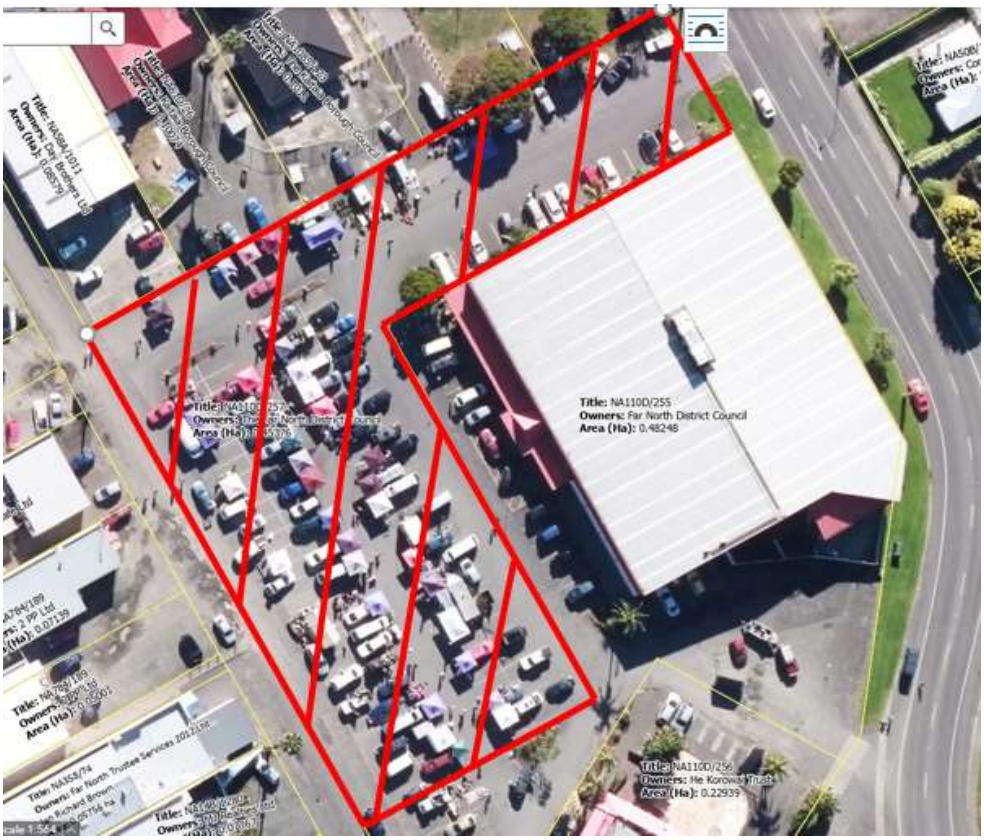
c. what steps will be taken to maximise the collection and use of recyclables and re-usable material
d. equipment to be provided for the storage, collection and transportation of waste and diverted material
e. the person responsible for the collection and disposal of waste and the methods to be used
f. an annual analysis of waste associated

12. The Licensee must ensure compliance with the approved Waste Management and Minimisation Plan.

13. The Licensee must make good any damage as a result of activities carried out on the carpark immediately after the market closes and make sure the carpark is fully open to vehicular traffic no later than 2.00pm.

Recommended by: **Graham Norton** Team Leader – Technical Operations Delivery and Operations Date:	 **Michelle Rockell** Team Leader – Property Management Delivery and Operations Date:
Approved by: **Tania Steen** Manager – Property & Facilities Management Delivery and Operations Date:	Approved by: **Shirley Williams** Kaitaia Market Licensee Date:

Schedule One – Market Place location maps


Title: NA110D/255
Owners: Far North District Council
Area (Ha): 0.48248
Title: NA110D/256
Owners: He Korowai Trust
Area (Ha): 0.22939

FAR NORTH
DISTRICT COUNCIL

Our reference 32-180-00
All replies should be addressed to the District Secretary

03 February 2000

Kaitaia Markets
C/- Carmen Pickett
P O Box 516
KAITAIA 0500

Dear Sir

LICENCE TO OCCUPY CARPARK

One of the conditions of your Licence to Occupy the Carpark area in front of The Warehouse is the payment of $100 per week plus GST. You will be aware that your rental payments are significantly in arrears and you have already been contacted by Council's Finance Department in this regard.

Another of the conditions of your Licence is that "Any serious or continued breach of any condition will result in withdrawal of approval". I have to advise you that Council believes that your breach of payment of rental is a serious breach of the conditions of your Licence. That it has gone on for so long obviously makes it also a continuing breach.

Be advised that you have 28 days from the date of this letter to make an arrangement suitable to Council for repayment of the outstanding rental balance, and to immediately begin paying the weekly rental promptly as it is due. Any further breach of rental payment will result in revocation on one week's notice of your Licence to Occupy the Carpark area.

Please note that Council is under no obligation under the terms of the Licence to offer this opportunity for you to get up to date with the rental. This opportunity is being given in good faith, and it is hoped that the situation can be rectified promptly.

A copy of this letter is being provided to the Finance Department. If you have any queries please do not hesitate to contact me at the Kaitaia Service Centre.

Yours faithfully,

Leoni Winch
For Sue Hodge
Planning and Policy Co ordinator

District Office: Memorial Ave, Private Bag 752, Kaikohe
Telephone: (09) 401-2101 Fax: (09) 401-2137

KAITAIA market
FAR NORTH . NZ

Kaitaia Market - Shirley Williams – Licensee – Report January – February 2023

Months of January-February 2023, lots of diversity over the past 2 months with movement of tourists, locals and stall holders attending other calendar events for our far north region.

Weather patterns are the pattern, that can change market – we were fortunate during Cyclone period we did not have to close market. Only 2 Saturday's saw less stall holders due to weather. Many of the normal events for Jan-Feb held tends to see a pattern of visiting market first then event.

Numbers attracted to market is 1800-2000 still with 40-50 Stall holders – which is the maximum stalls we can have for the designated site– food caravans are wanting to come – but explanation of licences and different food to what is already there and where can they go. Some research needs to be done on this type of stall by new people, most are understanding when the procedure is explained, as we already have 20% of stalls selling food from a caravan, and have the luxury of saying there is no room.

Eco- solutions continue their great presence with educating of placement of containers and looking after their bins. Some days it's a battle – but we seem to be on the winning streak. We have one stall holder not wishing to change – if I am able to renew licence I am happy to procure a washing stand hence the enquiry re a small container 10ft would be enough – then we can store on site, for ease of management each week. Will have recordings of wastage with March report.

Kaitaia Market has supported Kaitaia Business Association Digital sign again over the summer periods and for months of March and April whilst other activities are on in the north. Motel accommodation is receiving flyers for guest information.

The Te Hiku Re-vitalisation development final addition of power pole outlets are still to be installed.

Look forward to March final for 2022-2023 period.

Shirley Williams

Shirley Williams
Mob: 021 027 89896

kaitaiamarkets@gmail.com | 021 027 89896 | kaitaiamarket

6.9 ADOPTION OF AMENDED CLASS 4 GAMING AND TAB VENUE POLICY

File Number: **A4196242**

Author: **Anne Wolterbeek, Policy Advisor**

Authoriser: **Roger Ackers, Group Manager - Planning & Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To approve the adoption of the amended Class 4 Gaming and TAB Venue Policy.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- On 24 February 2022, the Policy was reviewed under section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020. Council resolved that the policy should continue with amendment (Resolution 2022/5).
- On 9 Feb 2023 Council approved a proposal for an amended Class 4 Gaming and TAB Venue Policy be released for public consultation.
- Consultation took place from 15 February to 15 March 2023 and oral submissions were heard on 6 April 2023.
- Council staff have analysed the submissions and recommend changes to the draft amended Policy in response to these submissions (attachment 1).
- Attachment 2 is the proposed final amended policy for adoption.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) **approves, the recommendations in the staff report on Class 4 Gaming and TAB Venue Policy submissions and recommendations for consideration in attachment 1 that:**

   i) **No changes are made to clauses 1, 2 (a, c, d, e, f, g, h & i), 3 & 4.**

   ii) **Clause 2b is amended as per the recommendations in section 4 of the staff report Analysis of Submissions of Class 4 Gaming and TAB Venue Policy in attachment 1.**

b) **makes, the Class 4 Gaming and TAB Venue Policy under section 101 of the Gambling Act 2003 and section 96 of the Racing Industry Act 2020.**

1) TĀHUHU KŌRERO / BACKGROUND

The Council is required to have a Class 4 gaming policy under section 101 of the Gambling Act 2003. The Council is also required to have a TAB venue policy under section 96 of the Racing Industry Act 2020. When adopting or reviewing this policy, the Council must have regard to the social impact and harm prevention of gambling within the district.

On 24 February 2022, the Policy was reviewed under section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020. Council determined the policy continue with amendment (Resolution 2022/5 refers).

On 9 Feb 2023, Council approved a proposal for an amended Class 4 Gaming and TAB Venue Policy for public consultation.

The period during which people could make submissions on the proposal was from 15 February to 15 March 2023. Thirty written submissions were received, with 11 received online and 19 via email. Six of those who made written submissions also made oral submissions to the Council and these submissions were heard by the Council on 6 April 2023.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The report in Attachment 1 summarises the public submissions and makes recommended changes to one of the clauses in the amended policy in response to these submissions.

If these recommendations are agreed to, Council staff advise that the amended Class 4 Gaming and TAB Venue Policy in Attachment 2 is an appropriate form of policy for the purposes of section Section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020.

Content and form of the proposed policy
Council staff have addressed content and form by ensuring the Policy:

- is certain (clear)
- consistently follows the intent of a sinking lid policy
- applies a sinking lid policy to both Class 4 gaming venues and TAB venues
- consistent with relevant laws and legislation

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Class 4 Gaming and TAB Venue Policy is amended as it is consistent with relevant laws and legislation and to minimises harm caused by gambling in the Far North District.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The costs to implement the amended Policy will come from existing operational budgets.

ĀPITIHANGA / ATTACHMENTS

1. **Analysis Report on Gaming Policy Submissions 2023 - A4193880** ⇩
2. **Class 4 Gaming and TAB Venue Policy - A4198494** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	In line with the Significance and Engagement Policy, the recommendation to continue the policy with amendments will have little effect on financial thresholds, ratepayers, specific demographics or levels of service. Therefore, the level of significance is low.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Sections 102 of the Gambling Act 2003, section 97 and 98 of the Racing Industry Act 2020 and sections 10 and 83 of the Local Government Act 2002 applies to the decision recommended in this report.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The proposal has District wide relevance and therefore the Community Boards views have not been sought.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The decision in this report is not significant and does not relate to land and/or any body of water. However, Māori are significantly more likely than non-Māori to be negatively impacted by the harmful effects of gambling. Māori have been given the opportunity to share their views and preferences through the consultation process. Two kaupapa Māori health providers engaged in consultation providing both written and oral submissions. These were Ngā Manga Pūriri and Te Hau Ora o Ngāpuhi (a subsidiary of Te Rūnanga-Ā-Iwi-Ō-Ngāpuhi).
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Affected and interested parties have been given the opportunity to share their views and preferences during the consultation period which included: • community groups concerned about class 4 gaming and TAB venues in their community • gaming trust industry • Ngā Tai Ora – Public Health Northland • social service organisations

State the financial implications and where budgetary provisions have been made to support this decision.	The cost to implement the Policy will come from existing operation budgets.
Chief Financial Officer review.	This report has been reviewed by the Chief Financial Officer

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

Analysis of submissions

Class 4 Gaming and TAB Venue Policy

1 Background

On 24 February 2022, following a review of the Class 4 Gaming and TAB Venue Policy 2014, the Council approved the following (Resolution 2022/5 refers):

a) under section 102 of the Gambling Act 2003, that the Class 4 venues policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to improve certainty,
b) under section 102 of the Gambling Act 2003, that the relocation policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to further align with the intent of the Class 4 gaming sinking lid policy; and,
c) under section 97 of the Racing Industry Act 2020, that the TAB venues policy component of the Class 4 Gaming and TAB Venue Policy be replaced by a sinking lid policy.

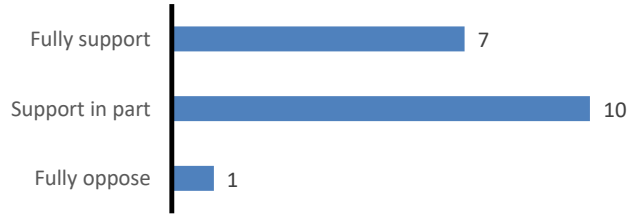
On 9 Feb 2023 Council approved a proposal for an amended Class 4 Gaming and TAB Venue Policy for public consultation. The period during which people could make submissions on the proposal was 15 February to 15 March 2023. Thirty submissions were received.

This report analyses the submissions and makes recommendations for amendments to the draft amended Policy. A numbered list of people who made submissions is in Appendix I and these numbers are used to refer to the individual submissions in the body of this report.

2 Summary of submissions

Thirty written submissions were received, with 11 received online and 19 via email. Of the 30 people who made written submissions, 10 submitted the same copied text (15, 16, 18, 19, 21, 22, 24, 28, 29 & 30). As these 10 people made the same points against the proposed policy, these 10 'form responses' are counted as one response in the chart below.

Figure 1: Support for the proposed amended policy



Base: 18 responses to the proposed policy

Seven responses were fully in support of the proposed amended policy, 10 supported the amended policy in part and 1 was not supportive to the proposed amendments nor to the current policy. Six of those who made written submissions also made oral submissions to the Council and these submissions were heard by the Council on 6 April 2023.

Where submitters did not fully support the proposed policy and made suggestions for changes, these suggestions are included in the analysis in section four of this report.

3 General feedback

3.1 Support for the policy in general

15 of the submissions made comments in support of the Class 4 Gaming and TAB Venue Policy, for example these include (05, 07, 13, 14 & 27):

General comments about protecting the community

"[I am] supportive.. of all efforts to further minimise harm that is caused from gambling ..retain current policy."

"Better protection put in place for the community"

"The more pokies we stop or reduce, the better off our community will be. They cause great harm to those who are least able to afford it and are always put in locations where people are already struggling."

"All efforts to relocate to areas that are the least socially disadvantaged should be considered first."

"Where relocation of EGMs [Electric Gaming Machines] *is considered permissible under the sinking lid policy or under existing legislation, all efforts to relocate to areas that are the least socially disadvantaged should be considered first"*

Comments based on personal experience of problem gambling

"Personal experience of being affected by someone who had a gambling habit."

"Grandmother in her 80's had compulsion to spend her pension in pokie machines. This put a strain on the entire family. Please continue your efforts to remove them from our area."

Staff analysis

The feedback above is in support of a Class 4 Gaming and TAB Venue Policy as it reinforces the need to protect individual gamblers, their family/whānau and friends, and the broader community from potential problems arising from Class 4 gambling.

Staff recommendation

No changes are recommended to the Class 4 Gaming and TAB Venue Policy based on these submissions that are supportive of the policy.

3.2 Reasons for keeping the current policy (status quo) and opposing the proposed amendments

The following comments are general in nature and not related to specific clauses in the amended Policy.

Comments regarding money from Class 4 gambling being returned to the community

A number of submitters were concerned that the sinking lid policy would reduce Class 4 gambling money being returned to the community, examples of these (07 & 10) are:

"The current legislature provides for funds to be redistributed back into the community which enables much social good, the real harm is the on-line gambling which takes funds out of the country. We are better to control locally and manage exceptions than allow carte blanche online."

"..these gaming trusts support numerous sports groups, arts groups and community groups throughout the year through the grants they distribute…This month we were supported by Pub Charity for $50K towards roof repairs. This is significant funding in a difficult financial environment. Where does this come from if the gaming trusts do not supply these grants?"

"Whilst it is great to have protection in place in regards to gambling, these funds play a large part in ensuring that local sports organisations and groups receive necessary funding not provided by government or sporting agencies to keep our rangatahi and tamariki out playing a balance of sports. If only alcohol proceeds did the same."

"While not a fan of the gambling machines and the detrimental effects of gambling, these gaming trusts support numerous sports groups, arts groups and community groups throughout the year through the grants they distribute.…When there is a plan in place to provide and replace the funding that will be lost due to the sinking lid policy, then I will support this move."

Comments regarding the policy being unethical and inequitable and should go further

Submission 17 links harmful gambling, social disparity and the funding model that enables it:

"It is time for councils and the government to take a closer look at the relationship between harmful gambling, social disparity and a funding model that enables it. Funding communities based on a system that relies on our lowest income households putting money they cannot afford to lose into gaming machines is unethical and inequitable. This disproportionately impacts Māori who generally reside in areas where the majority of these machines are situated."

Reducing the number of gaming machines will encourage online gambling and decrease community funding

Two submissions (10 & 13) spoke of increased online gambling as a result of the 'sinking lid' approach:

" As this sinking lid policy develops, this gambling will likely move online where there are less controls and regulation in place and no legislation to put a proportion of this money back into the community."

..[reducing venues and machine numbers] "*merely reduces community funding and accelerates the migration of gambling to online providers where there is zero return to the community."*

The Council should not have a policy regarding Class 4 gaming machines

Only one submission (08) completely opposed having a policy in the Far North district linked to Class 4 gambling:

"Fix our roads, sort out crime, prepare for climate change etc. I do not feel it is the FNDC business to tell us what to do in our spare time."

Staff analysis

Re: money from Class 4 gambling being returned to the community is unethical and inequitable

While there are harm-related costs to the community linked with Class 4 gambling, some submissions mention the wellbeing improvements to New Zealanders from increased funding of sport, art and community activities.

In 2019, the total spent on class 4 EGMs in the Far North District was $15.7 million. $2.4 million (15.3%) was returned to the district in grants to community and sporting groups. (This figure does not capture grants that might have been made to a national body or shared with another district.). Profits from machines operated by clubs are retained for the purposes of the club.

The figures suggest that, overall, a significant amount of money is taken out of the district. The government and industry have important roles to play in providing a balance between costs and benefits of gambling and ensuring the costs of gambling are minimised and the benefits are maximised.

Staff acknowledge that there is merit of submission 17 which suggests to government, councils and stakeholders (such as Health Boards and community groups) to consider initiatives to financially support sports groups, arts groups and community groups and to become less reliant and dependant on funding from gambling. As part of implementation, consideration can be given to other forms of community funding initiatives, such as "CommUnity", Community Organisation Grants Scheme (COGS), Council grants and other funds that groups choose which are more socially responsible than accessing funds from gaming machines.

Re comments that reducing Class 4 gambling will drive gambling online

New Zealanders may legally gamble online on offshore sites. Official statistics show participation in online gambling is low (2% of respondents).[1] This activity is not currently regulated or captured by the Department of Internal Affairs; however, the DIA is conducting a review into online gambling.

The accessibility, speed, and unsupervised environment of online gambling is high risk. People who gamble online do experience high rates of harm, but this is often because they are likely to gamble more heavily overall, and are more likely to have an existing gambling problem. One third to half of online gamblers experiencing harm attribute their problems to place-based forms of gambling.[2]

[1] 2018 Health and Lifestyles Survey

[2] Hing, N., Russell, A., Browne, M. (2017). *Risk factors for gambling problems on online electronic gaming machines, race betting and sports betting.* Frontiers in Psychology doi: 10.3389/fpsyg.2017.00779

There is concern that online gambling is riskier than class 4 EGMs, because of the lack of host responsibility. Pubs and clubs are obliged to monitor and assist patrons who show signs of harmful gambling. However, the *2018 Health and Lifestyles Survey* found that 90% of pokie players didn't think their pokie room was monitored. None of the players surveyed had been spoken to by staff with a concern about their gambling, although 16% were experiencing some level of gambling harm. [3] This data suggests that class 4 EGMs are not safer than online gambling.

Please note the control of online gambling is outside of scope of this policy and is a function of central government to regulate.

Re: the need for the Class 4 Gaming and TAB Venue Policy

Staff acknowledge there can be a variety of activities that the community may rate as a higher priority for the allocation of resources. However, under the Gambling Act 2003, Council must have (and regularly review) a policy relating to the number and location of Class 4 gaming machine gambling venues in the district. To comply with legislation, Council must allocate resources to the review of this policy.

Staff recommendation

Staff recommend no changes in response to these submissions.

4 Analysis and recommendations regarding the policy wording

The following section analyses submissions made about clauses in the draft policy and recommends how to address these submissions in the policy.

4.1 Clauses and their wording not referred to in submissions

No submissions were made about the following clauses in the draft policy:

- Clause 1. 'Sinking Lid' on the number of machines in the Far North District
- Clause 2a, 2c, 2d, 2e – Relating to applications to relocate existing machines to a new venue
- Clause 3 –TAB Venues
- Clause 4 –TAB Venues in alignment with the 'sinking lid' policy
- Procedures – Application Requirements
- Procedures – Processing of Relocation Applications
- Monitoring and Review
- Fees and Charges

4.2 Clause 2.b. The relocation of existing machines to a new venue

Submissions received

Five submissions (04, 06, 11, 12 & 17 and the 10 submissions of the form response (15, 16, 18, 19, 21, 22, 24, 28, 29 & 30) specifically commented on the relocation clause, (note: the use of 'current' implies the existing policy):

Ten submissions (15, 16, 18, 19, 21, 22, 24, 28, 29 & 30) received as one form response said:

> *"The **current** Gaming and TAB Venue Policy the Far North District Council has in place is serving the community well. The policy flexibility allows for the desperately needed funding to the community to be maintained at its current levels …the threshold for relocation met under the current policy is sensible".*

[3] 2018 Health and Lifestyles Survey

Submission 12 stated:

"*The **current** relocation provision is flexible and sensible. It allows Council to consider proposed relocations in any circumstances. The approval of a relocation application is still, however, discretionary, with the onus being on the applicant to justify each individual case on its merits."*

"…If a business owner wishes to move due to the current venue being earthquake prone, this will no longer be able to be considered…. Venue relocation applications should still be able to be considered when the reason for the move is to move out of earthquake-prone buildings."

Submission 06 said:

*" The **current** policy allows for the continuation of financial support to the community. To not allow the relocation of current venues for reasons out of control of the business owner is unnecessary and unfair."*

Merging and relocation of EGMs policy does not go far enough

Submission 11 felt that the policy does not go far enough in regard to merging and relocation of Class 4 machines.

"We do not believe it goes far enough. We do not believe the integrity of the sinking lid policy is upheld if we are to allow merging and relocation of EGM."

Do not permit relocations (except barring the Waikiwi precedent)

Submission 17 suggested: " *further measures can be taken to ensure a 'gold standard' sinking lid policy. A 'gold standard' policy is a sinking lid that does not permit relocations (barring the Waikiwi precedent) or club mergers, consider amending clauses 2(a) and (b) to this effect"*

Staff analysis

The only amendments made have been to improve clarity and accuracy, remove duplication and correct typographical errors. An amendment was made to further align with the intent of the Gambling Act 2003 and the sinking lid policy by removing financial reasons from the relocation criteria. No submission mentioned this.

With regard to the relocation, the draft amended policy proposes:

Where a business which holds an existing Class 4 gaming license wishes to relocate from its current premises to a new venue within the District and take all or fewer of its existing machines to those new premises. Council will only consider such applications for relocations due to:

i. Fire or other damage to the present venue, or
ii. Expiry of lease on present venue, or
iii. The building of a new premises or refurbishment of an existing building as a new venue.

Submissions 06 and 12 comment on reasons to relocate that are 'out of control of the business owner' and submission 12 specifically mentions earthquake risk as a reason to relocate.

The proposed policy only mentions "fire or other damage".

Staff acknowledge that there could be other circumstances beyond those listed in the draft policy, that may lead to the relocation of a gaming venue, such as earthquakes or climate change that could make a site flood-prone.

While the Far North district is less prone to noticeable seismic activity than other areas of the North Island, it could also be a reason "beyond an owner's control". However, no other Northland council regulations identify

earthquake-prone reasons to relocate a gaming venue. To ensure consistency across Northland, earthquake-prone premises should not be included as an example of safety concerns leading to relocation.

Staff acknowledge that the safety aspect of public buildings is an important issue and therefore, this is a reasonable comment. Public buildings are required to comply with the Building Code and the Building Act 2004 which provides for the regulation of building work, building performance standards and safety provisions, including earthquake prone buildings (EPB). The EPB system holds information on buildings that territorial authorities have determined to be earthquake prone and ensures the way these buildings are managed for future earthquakes is consistent across NZ. The Health Act 1956 regulates the protection of human health and safety in buildings. Both Acts provide adequate regulation for the purposes of legislation handling earthquake prone, unsafe or "unhealthy" buildings for public use.

Referring to submission 06, staff acknowledge that the proposed policy wording does not allow for various plausible natural disaster circumstances for relocating which are beyond the control of the owner or lessee whilst ensuring that sufficient prevention is included that the new venue relocation is not to a high deprivation area.

Staff recommendation

To ensure consistency with other councils, staff do not recommend changing the wording to specifically refer to 'earthquake-prone'; however, to include the words in 2.b.i ": a natural disaster," before the words 'fire or other damage to the present venue, or ' as can be seen below.

Tracked changes to the clause as recommended

2.b. Where a business which holds an existing Class 4 gaming license wishes to relocate from its current premises to a new venue within the District and take all or fewer of its existing machines to those new premises. Council will only consider such applications due to :

i. **a natural disaster,** fire or other damage to the present venue, or
ii. Expiry of lease on present venue, or
iii. The building of a new premises or refurbishment of an existing building as a new venue.

4.3 Clause 2 (f)(h)(i). Regarding the 100m separation distance for relocations

Clause 2 (f) (h) (i) outlines that a venue cannot be within 100m of another venue or sensitive site.

Submission received

Submission 04 feels that the 100m is too lenient and should be extended.

Staff analysis

The 100m separation distance is consistent with other FNDC policies including the Control of Brothels Premises Location and Advertising Signs Bylaw and the Psychoactive Substances Local Approved Products Policy. The 100m distance is also consistent with other councils such Waikato District Council and Horowhenua District Council who restrict the location of a Class 4 venue near a sensitive site.

Staff recommendation

Staff recommend no change in response to this submission.

4.4 Clause 2 (g). Relocation cannot be to a higher deprivation area than the existing venue.

Submission received

Submission 06 comments that while the proposed policy does prevent venue relocation to a higher deprivation area, this could lead to unintended consequences; as from a harm minimisation perspective, the preference should be given to moving gaming venues out of residential areas to central business districts (CBDs) however high deprivation rating calculations can include CBDs which would then restrict any relocation from a residential area.

Staff analysis

There are 275 Class 4 gaming machines across 19 venues in Far North District as of 31 December 2022. 16 of the machine venues are located in commercial/industrial or mixed-use zoning. The 2016 Health and Lifestyles Survey found that almost half of respondents (49%) who played EGMs in a pub or club at least monthly experienced some level of gambling harm. People living in the most deprived neighbourhoods are 4.5 times as likely to participate in EGM activities, which are high-risk. This is one of the reasons to avoid locating gaming venues in a residential area. Of the last three remaining venues: one is in a rural zone (Waipapakauri), a second is in open space zone (kawakawa) and the last is in the settlement zone (Moerewa). The nearest CBD area to these locations, has the same deprivation level as the current location. Therefore, if a relocation into a CBD area was to occur regarding these three venues clause 2(g) would be adhered to.

Staff recommendation

Council staff recommend no changes to the draft policy in response to this submission as it does not apply to the Far North gaming venues.

4.5 Submission on other issues than Class 4 Gaming venues

Submissions received

Submission 13: "For some people, gambling is not the only problem, the National Wellbeing Analysis commissioned by the Gaming Machine Association of NZ states that around 90% of gamblers have at least one other mental-health diagnosis…
…More work to strengthen our support services in the Far North is required. Wrap around services that cover all 3addictions and are face-to-face with problem gamblers are required to help support individuals."

Staff analysis

Staff acknowledge the need to strengthen support services in the Far North. However, this is outside of the scope of Council's role and is instead a function of Te Whatu Ora.

Staff recommendation

Council staff recommend no changes to the draft policy in response to this submission as it is outside of the scope of this policy.

APPENDIX 1 – LIST OF SUBMISSIONS RECEIVED

Number	Organisation	Oral Submission
1	Individual submission	
2	Individual submission	
3	Northland District Health Board	
4	Individual submission	
5	Individual submission	
6	Oxford Sport Trust	x
7	Northland Rugby Union	
8	Individual submission	
9	Northland Rugby Union	
10	Turner Centre	
11	Ngā Manga Pūriri	X
12	Brookfields Lawyers	X
13	Grassroots Trust	
14	Individual submission	
15	Individual submission	
16	Individual submission	
17	PGF Group	
18	Collards Sports Bar	
19	FNR Forestry 2019 Ltd	
20	Northland Problem Gambling and Other Addictions Service, Ngā Manga Pūriri Te Hau Ora Ngapuhi	X
21	The Bank Bar	
22	The Hiku Sports Hub Inc and Te Ahu Charitable Trust	
23	Asian Family Services	
24	Kaitaia Golf Club	
25	Trillian Trust	
26	Individual submission	
27	Ngā Tai Ora (Public Health Te Tai Tokerau)	
28	Te Hiku Community Board	
29	Mussel Rock bar	
30	Individual submission	

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

www.fndc.govt.nz
Memorial Ave, Kaikohe 0440
Private Bag 752, Kaikohe 0440

askus@fndc.govt.nz
Phone 0800 920 029

Class 4 Gaming and TAB Venue Policy

Adopted: 28 April 2004
Last updated: 1 June 2023

Background

The Class 4 Gaming and TAB Venue Policy is made under Section 101 of the Gambling Act 2003 and section 96 of the Racing Industry Act 2020. The review and amendments to the Policy are made under Section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020.

Under the Gambling Act 2003, applicants for Class 4 gaming ('pokies') venue licenses must have the consent of the territorial authority in which the venue is, or will be, situated. In order to consider and determine applications for consent, territorial authorities are required by the Act to have a policy specifying whether or not Class 4 venues may be established in their district, and if so where. The policy may also include a relocation policy, and may restrict the maximum numbers of machines below the statutory limits (in the Act this is 18 for venues licenced as at 17 October 2001, and 9 after that date, with some exceptions for clubs).

Under Section 96 of the Racing Industry Act 2020, territorial authorities must adopt a policy on TAB venues. The policy must specify whether or not new standalone TAB venues may be established in their district, and where they may be located.

This policy has been developed to enable the Council to consider and determine consent applications. As required by the Acts, all decisions by the Council to grant or decline consent must be made in accordance with this policy.

Objective

The Far North District Council supports the primary objectives of the Gambling Act 2003 to ensure that:

- Gambling is primarily used to raise funds for community purposes
- The harm caused by gambling is prevented or minimised
- Local involvement in decisions about the availability in communities of more 'risky' forms of gambling is facilitated
- The growth of gambling is controlled
- Gaming machines are located in appropriate venues
- Community input is sought in the preparation of the Policy through the Local Government Act 2002 Special Consultative Procedure (SCP)

Policies

Class 4 Venues

1. The Far North District Council has set a 'sinking lid' on the number of machines in the district with effect from the date the policy is adopted by Council. Under a sinking lid policy, Council will not

grant consent for the establishment of any new Class 4 gaming venues, except where an existing licensed venue needs to relocate for the reasons specified below. Council will not grant consent for additional Class 4 gaming machines, and machines will not be available for redistribution.

2. The Far North District Council will accept applications for the relocation of existing machines to a new venue. The criteria for relocation are:

    a. Where two or more clubs, with existing licenses, may legally merge, at which time the maximum number of machines should not exceed 18, and the venue must be suitably located to meet the criteria of this Policy; or,

    b. Where a business which holds an existing Class 4 gaming license, wishes to relocate from its current premises to a new venue within the District, and take all or fewer of its existing machines to those new premises. Council will only consider such applications for relocations due to:

        i. a natural disaster, fire or other damage to the present venue, or
        ii. expiry of lease on present venue, or
        iii. the building of a new premises or refurbishment of an existing building as a new venue.

    c. No machines may be left at the current venue.

    d. A new venue will not be considered if it is defined as a venue declared unfit under section 4 of the Gambling (Harm Prevention and Minimisation) Regulations 2004.

    e. Applications for relocation of machines to a new premise will be subject to public notification and referred to the relevant Community Board for consideration and comments, as well as other key interested parties (e.g. the Police, Te Whatu Ora).

    f. A new Class 4 gaming venue must not be within 100 metres of any other Class 4 gaming venue.

    g. A new Class 4 gaming venue must not be in a higher deprivation area than the existing venue.

    h. New Class 4 gaming venues shall be in Commercial, Industrial, General Coastal, Rural Living or Rural Production zones, or within sports clubs or public houses and shall be eligible for consent provided the venue is at least 100 metres from any Kindergarten, early childhood centre, school, place of worship, Marae, or other community facility, and 100 metres from any Residential, Coastal Residential, Coastal Living, or Recreational Activities zones.

    i. If it is not practicable to apply a 100 metre proximity policy, then the distance becomes a discretionary condition. The Council will then make the decision.

    j. Following the Waikiwi precedent, certain kinds of moves will not trigger the Council's relocation policy. If the relocation to a different site meets the following criteria, it may not be a change of venue:
        a. the new building is in very close proximity to the existing site
        b. the venue name will be the same
        c. ownership and management of the venue will be the same
        d. patrons and the public will regard it as the same venue.

TAB Venues

3. TAB venues in on-licence premises do not require a TAB venue consent from Council.
4. In alignment with the sinking lid policy on class 4 gaming machines, the Far North District Council will not accept TAB NZ applications for new TAB venues.

Procedures

Application requirements

1. All applications for consent for Class 4 Gaming machines or TAB Venues must be accompanied by the following information:

    - A fully completed prescribed application form.
    - Appropriate application fee payment. This fee shall incorporate the administration charge and a proportion of the cost of monitoring and review of policy.
    - A full floor plan, location map of premises, detailing distance to nearest school, Kindergarten, Child care centre, place or worship or other community facility, and residential zone.
    - Floor plan to be the same plan that accompanies the Sale & Supply of Alcohol Act (2012) On-Licence and show designated areas.
    - Details of current or proposed Liquor Licence applications, or existing licenses.
    - Copies of all other appropriate current licenses (e.g. Health Licence).

Processing of Relocated Applications

2. Applications will be checked by Council staff to ensure that all relevant information has been provided. In cases where all relevant information is not available, the application shall be rejected as incomplete. This information shall include payment of any appropriate fees.
3. All accepted applications will be checked to ensure compliance with District Plan requirements. At this point, the applicant will be notified of the need for any Resource Consents, if applicable.
4. Applications for relocation of machines to a new premise will be subject to public notification and referred to the relevant Community Board for consideration and comments, as well as other key interested parties (e.g. the Police, Te Whatu Ora).
5. Applications will be assessed for compliance with the Class 4 Gaming and TAB Venue Policy.
6. Consents will be issued following compliance with Resource Planning requirements if necessary and compliance with the Class 4 Gaming and TAB Venue Policy.

7. Applications for the relocation of machines shall not be subjected to specified processing time scales due to the need for consultation.

Monitoring and Implementation

8. The Council may amend this at any time.

9. The Council will complete a review of the policy every 3 years as specified in the legislation.

10. If the Council amends or replaces this policy, it will do so in accordance with the Special Consultative Procedure as required by the Local Government Act 2002.

Fees and Charges

11. All Fees and Charges will be those set by Council, from time to time, and in accordance with Council's current Fees and Charges Schedule.

12. The Fees and Charges shall include the following costs:

    a. Application and processing (administration) fee

    b. Cost of compliance inspections (monitoring)

    c. Contribution costs toward triennial assessments of economic and social impact of gambling in the District (review).

6.10 SPEED LIMIT REVIEW KERIKERI BAY OF ISLANDS (AUTHOR: SHAWN BAKER - NORTHLAND TRANSPORTATION ALLIANCE CONTRACTOR)

File Number: **A4208744**

Author: **Dan Bowmar, Policy Advisor**

Authoriser: **Roger Ackers, Group Manager - Planning & Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To adopt the Recommendations Report and Interim Speed Management Plan for the Kerikeri Bay of Islands Catchment Speed Limit Review.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- This agenda item seeks the adoption of recommendations arising from a review of speed limits in the Kerikeri Bay of Islands area and associated consultation.
- The agenda also seeks the adoption of an Interim Speed Management Plan for Kerikeri Bay of Islands, which is now the legal mechanism for setting speed limits. This speed limit review has been undertaken as part of the implementation of the government's Road to Zero National Road Safety Strategy and a new Setting of Speed Limits Rule 2022.

TŪTOHUNGA / RECOMMENDATION

That the Council:

a) **adopts the Regional Speed Limit Review Kerikeri Bay of islands Catchment Recommendations Report (Attachment 1)**

b) **adopts the Interim Speed Management Plan for Kerikeri Bay of Islands (Attachment 2)**

c) **receives the report Regional Speed Limit Reviews – Bay of islands and Kerikeri Technical Report (Attachment C)** *(distributed electronically due to size of the document - 159 pages)*

d) **delegates the Chief Executive (or nominee) to make any necessary minor drafting or presentation amendments to the attached Recommendations Report (Attachment A) and Interim Speed Management Plan for Kerikeri Bay of islands (Attachment B) and to approve the final design and layout of the documents prior to final printing and publication.**

1) TĀHUHU KŌRERO / BACKGROUND

Proposed new speed limits in the Kerikeri Bay of Islands Catchment area were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers in Kaikohe on March 21st, 2023.

A total of 253 submissions were received with 11 submitters attending the Hearing.

This Agenda item provides Council with recommended changes to speed limits in the Kerikeri Bay of Islands Catchment area. The Recommendations Report (**Attachment 1**) takes account of all submissions received, including the requirements of the Setting of Speed Limits Rule 2022; Road to Zero, National Road Safety Strategy 2020-2030; and National Speed Management Guidance.

Based on the attached Recommendations, an Interim Speed Management Plan has been produced (**Attachment 2**). This Interim Speed Management Plan is the document that is forwarded to the director of Waka Kotahi (NZTA) for certification under the Setting of Speed Limits Rule 2022.

The Technical Report that sets out the technical matters that must be considered under the Setting of Speed Limits Rule 2022 is attached (**Attachment C** *distributed electronically due to size of the document – 159 pages)*. The inclusion of this Report within the decision documentation completes the documentation to show that council has considered all matters required under the relevant legislation. The Technical Report was publicly available as background information as part of the public consultation process.

Adopting the Recommendations Report and Interim Speed Management Plan enables staff to certify the Interim Speed Management Plan and commence the procurement and implementation phase of the Speed Limit Review.

No further decisions will be required to implement the new speed limits in the Kerikeri Bay of islands catchment.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Submissions

A total of 253 submissions were received with 11 submitters presenting in support of their submissions at a formal hearing on 21st March 2023; held in Council Chambers in Kaikohe.

In preparing the Recommendations Report, all submissions were reviewed alongside the technical assessments required under the Setting of Speed Limits Rule 2022. Where required, additional site visits and engineering assessments were undertaken.

Decision process

This Agenda Item and Attachments provide all the information that Council, in its capacity as Road Controlling Authority, must consider when setting new speed limits. The recommendations on new speed limits have been informed by community feedback and meet national speed management guidance and legal requirements for setting speed limits.

Once the Recommendations Report and Interim Speed Management Plan are adopted, staff will commence the certification process by Waka Kotahi (NZTA). Certification is a legal requirement and ensures that the requirements the Setting of Speed Limits Rule 2022 has been met and ensures national consistency in speed limit setting.

Final detailed design of physical infrastructure (signage etc) and procurement will commence once the Interim Speed Management Plan has been certified. It is expected that the new speed limits will come into force in the second half of 2023.

Technical information

Section 3.15(2) of the Setting of Speed Limits Rule 2022 sets out a range of matters that must be considered when setting a speed limit. The Regional Speed Reviews – Kerikeri Bay of Islands Catchment Technical Report (**Attachment C** *distributed electronically due to size of the document – 159 pages)* sets out all the technical information required under Section 3.15(2), except for community feedback.

The Technical Report, along with the Recommendations Report sets out all the information required to support both the originally proposed speed limits and recommended speed limits.

The requirement to consider community feedback is satisfied by the consultation process undertaken and the resulting Recommendations Report.

OPTIONS

Option 1: Council may adopt the Recommendations Report and Interim Speed Management Plan in full. This option will enable certification and implementation of the new speed limits.

Option 2: Council may adopt the Recommendations Report and Interim Speed Management Plan with amendments. If Council decide on any amendments, additional assessments may be required to ensure that the amendments meet the requirements of the Setting of Speed Limits Rule 2022 and National Speed Management Guidance.

Option 3: Council may reject the Recommendations Report in its entirety. This option is not recommended as it may result in a need to re-consult.

The recommended option is **option 1.**

Next steps

Once the Recommendations Report and Interim Speed Management Plan is adopted, staff will finalise the certification of the Interim Speed Management Plan and commence the procurement and implementation process.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Recommendations arising from consultation and the resultant Interim Speed Management Plan must be adopted by Council before the Speed Management Plan can be certified and implemented.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The installation and removal of the required signage will be funded from the Low-Cost Low Risk (LCLR) Speed Limit budget as part of the 2023-2024 financial year budgets. Additional funding for some physical works to support new speed limits may be sought through the future LTP process.

ĀPITIHANGA / ATTACHMENTS

1. **Regional Speed Limit Review Kerikeri Bay of islands Catchment Recommendations Report Attachment 1 - A4208708** ⇩
2. **Interim Speed Management Plan for Kerikeri Bay of Islands Attachment 2 - A4222890** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Act 1998 Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022. Setting of Speed Limits Rule 2022
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	This decision is procedural in nature and does not impact on the district.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no implications for Māori as the decision is procedural as part of the enactment of national legislation.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	There are no persons likely to be affected as this decision is procedural in nature.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no ongoing financial implications associated with this decision.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Regional Speed Limit Review Kerikeri and Bay of Islands

Recommendations Report

Table of Contents

Table of Contents 2
1 Overview 4
1.1 Purpose and Scope 4
1.2 Implementation of recommended speed limits 5
1.3 National Speed Limit Register 5
2 Delegations 5
3 Community Consultation Process 5
3.1 Notification 6
3.2 Hearings 6
3.3 Drop-in Session and Meeting Summary 6
3.3.1 Kerikeri 7
3.3.2 Paihia 7
3.3.3 Whangaroa 7
3.4 Hearing Summary 7
3.4.1 Keith Silby 8
3.4.2 Tom Batchelor 9
3.4.3 Rick Palmer 9
3.4.4 Melanie Miller 10
3.4.5 Cameron Maclean 11
3.4.6 John Logie 11
3.4.7 Robert Adams 12
3.4.8 Leonie Exel - BOI Watchdogs 12
3.4.9 John Sanderson 13
3.4.10 Steve Westgate - NZ Automobile Association 13
3.4.11 Peter Haythornthwaite 14
3.4.12 Manuela Gmuer Hornell 14
3.4.13 Jane Hindle 15
3.4.14 Submitters unable to be contacted. 15
4 Submissions Overview 16
4.1 Submissions Out of Scope 16
4.1.1 Speed limits in other areas 16
4.1.2 Enforcement 16
4.1.3 Climate Change 17

4.2 Other issues raised 17
4.2.1 Maintenance and Upgrade 17
4.3 Statutory Consultee Submissions 18
4.3.1 Automobile Association (AA) 19
4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA) 24
4.3.3 NZ Police 24
4.3.4 Māori 25
5 Schools 25
5.1 Opua School (Franklin Road – Opua) 25
5.2 Paihia School (School Road – Paihia) 26
5.3 Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri) 26
5.4 Riverview School (Riverview Road – Kerikeri) 27
5.5 Bay of Islands International Academy (Purerua Road – Te Tii) 27
5.6 Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay) 28
5.7 One School Global Campus Kerikeri (Blue Gum Lane) 28
5.8 Harvest School (361 Waipapa Road) 29
6 Significant Roads 30
6.1 Kapiro Road 30
6.2 Waipapa Road 31
6.3 Redcliffs Road 33
6.4 Opito Bay Road 34
7 Summary of submissions received and recommendations (road by road) 36
Appendix 1: Full submission of the Automobile Association 81
Appendix 2: Recommended Speed Limit Maps 92
Appendix 3 – Glossary of Technical Terms 107

1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways), including the setting of speed limits. Council is required to review all speed limits on roads it is responsible for under the Governments Road to Zero Road Safety Strategy.

The statutory role of Council as an RCA is set out under the Land Transport Act 1998 and the Setting of Speed Limits Rule 2022.

Council proposed new speed limits within the Kerikeri Bay of Islands (BOI) Catchment. The Catchment is located to the east of State Highway 1 and extends north from State Highway 11 at Kawakawa (but does not include Kawakawa township) to Whangaroa Harbour.

The Review area also includes the following communities:

- Opua
- Paihia
- Waitangi
- Haruru
- Kerikeri
- Whangaroa

The proposed changes to speed limits were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers in Kaikohe on March 21st 2023.

This Report brings together all the information that must be considered under Section 3.15 (2) of the Setting of Speed Limits Rule 2022, as well as:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Statement of Proposal as notified (Appendix 3 as a separate attachment)
- An Interim Speed Management Plan that complies with the Setting of Speed Limits Rule 2022.

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings held on 21st March and were attached to the agenda item for that meeting.

1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits and a final Interim Speed Management Plan for the Kerikeri BOI review area. The recommendations arise from an assessment of all the information that the RCA is required to consider under Section 3.15 (2) of the Setting of Speed Limits Rule 2022 when setting speed limits, of which, community feedback is one component.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report. The Technical Report was publicly available on Councils website as part of the consultation process.

This report meets the requirement of the Local Government Act (2002): Principles of Consultation (Section 82 and 82A). The report provides:

- A summary of the feedback received.
- A discussion of the issues raised by submitters, either individually; or collectively where there are similar themes.

- The recommendations arising from the feedback, including the reasons for the recommendations.

Feedback is acknowledged in this report; but individual submissions may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

1.2 Implementation of recommended speed limits

There are a number of factors that are required to ensure that a speed limit is legally enforceable:

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2022. This has been achieved through the speed limit review process (including associated consultation); and
- A Speed Management Plan must be certified by Waka Kotahi once Council has adopted the recommendations of this Report (in this case an Interim speed Management Plan).
- A record of the new speed limits must be loaded into the National Speed Limit Register. This Record sets the operative date.
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2022 and relevant standards; and
- Speed limit signage must match the speed limits set out in the National Speed Limit Register.

Once Council has adopted the Recommended Interim Speed Management Plan (arising from recommendations in this Report), staff will commence the certification and procurement process to implement the new speed limits. No further decision is required from Council. However, it should be noted that procurement and installation of the required physical works takes time. Implementation may be in a staged process over a reasonable timeframe.

1.3 National Speed Limit Register

All speed limits in Northland have been migrated from the previous Bylaws into the National Speed Limit Register (NSLR) in accordance with the Setting of Speed Limits Rule 2022. The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority. Speed limits are still set in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance).

The change to the NSLR helps streamline the implementation of speed limits, once reviewed. When Council adopts a new speed limit and created a Speed Management Plan, the NSLR is updated to identify the new speed limit and the date it comes into force.

2 Delegations

Speed Limits within the District are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits.

3 Community Consultation Process

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

It should be noted that the Rule specifically states that nothing is the Rule requires Council to consult in accordance with Section 83 of the LGA (Special Consultative Procedure). The process, as set out below, meets and exceeds the minimum requirements of Section 82 of the LGA 2002 and the Setting of Speed Limits Rule 2022.

3.1 Notification

In meeting the Principals of Consultation as set out in Section 82 of the LGA, the following has been undertaken:

- A Statement of Proposal (Appendix 3) was prepared and notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area.
- Key Stakeholders and Statutory Consultees (including Māori) were notified directly.

3.2 Hearings

Section 82(1)(d) of the LGA 2002 requires that the Local Authority provide the persons who wish to have their views on the decision or matter considered by the local authority a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons. This opportunity was provided in the following ways:

- Written submissions between 26th October and 5th December 2022.
- By attending community drop-in sessions held during the consultation period.
- The opportunity to present their submissions in person (21st March 2023).

All submitters and persons that indicated that they wished to present their views in person and be heard in support of their submission were contacted by both email and telephone to confirm whether they still wished to be heard.

A total 11 submitters presented their submissions at a formal hearing on 21st March 2023, held in Council Chambers, Memorial Avenue, Kaikohe. An option to present online was also provided.

The Hearing was attended by the following elected members in their capacity as the Road Controlling Authority:

- Mayor Moko Tepania
- Deputy Mayor Kelly Stratford
- Councillor Anne Court
- Councillor Babe Kapa
- Councillor Hilda Halkyard-Harawira
- Councillor Steve McNally

Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance:

- Shawn Baker Speed Limits Project Manager
- Elizabeth Stacey Road Safety and Traffic Engineer
- Pravin Singh Graduate Road Safety Engineer

3.3 Drop-in Session and Meeting Summary

Drop-in session and information events were held in the following locations:

- Kerikeri at the Cornerstone Centre on Monday 7th November from 5pm to 7pm
- Paihia at the Memorial Hall on Thursday 17th November between 4pm and 6pm
- Whangaroa at the Whangaroa Village Hall on Wednesday 23rd November between 4pm and 6pm

Drop-in sessions were advertised by public notice, as well as on Councils Website. In addition, informal notification was made to interested community groups where practicable.

3.3.1 Kerikeri

Key issues raised at the Kerikeri Drop-in session included a strong desire to lower speed limits in specific areas to help protect Kiwi. It was noted that Kiwi are being killed on some rural roads, specifically Redcliffs Road and Opito Bay Road. Those attending the drop-in session provided a wide range of evidence in support of their concerns. In most cases, a slower speed limit of 60kph was sought, or alternatively, a variable speed limit with a slower speed limit at night.

The need for additional signage highlighting Kiwi was also noted. In addition, some attendees considered that better management of vegetation on the roadsides would also help reduce the number of Kiwi being killed by vehicles.

Some attendees raised concerns with the proposed speed limits, indicating that they did not agree with the lowering of speed limits, particularly within the urban areas where 40kph and some 30kph speed limits are proposed.

3.3.2 Paihia

There was a small number of attendees at the Paihia drop-in session. A range of views were expressed, both in support of the proposals and opposed. This opposed objected to proposed 30kph speed limits in parts of the urban areas. *It should be noted that 30kph speed limits are proposed around schools and in town centres where there is a virtual shared space between vehicles and pedestrians.*

Some attendees sought additional information to make a more informed submission.

3.3.3 Whangaroa

The Whangaroa drop-in session was attended by members of the Whangaroa Community Association. Generally, there was support for the proposed 30kph speed limit within the community itself. Attendees highlighted issues related to the approaches to Whangaroa, particularly from the Wainui Road intersection, and included the Marine Farm activity located approximately halfway between the township and Wainui Road intersection.

Attendees felt strongly that a slower speed limit (slower than the proposed 60kph) should be carried out to Wainui Road. In addition, the proposed "step-down" from 60kph to 40kph and then 30kph was not supported, in favour of a slower speed limit being extended.

3.4 Hearing Summary

Submitters were provided an opportunity to present their views to Council in person on 21st March 2023. All submitters that indicated that they wished to be heard were initially contacted by email to advise of the Hearing date and times. This email was followed up with phone calls to confirm whether submitters still wished to be heard in support of their submission.

30 submitters indicated that they wished to be heard as part of their initial submission. A total of 12 submitters attended the Hearing, either in person, or via a video link.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 21st March 2023. A summary of the matters raised at the Hearing is set out below.

A summary of the matters raised by each submitter at the Hearing is set out below.

3.4.1 Keith Silby

Summary of Written Submission:	**Opposed to all speed limit reductions**: Opposed to all speed reductions except minor ones outside schools. Note that this submission covers both Far North and Kaipara District.
Matters raised at Hearing:	Mr Silby stated that he was opposed to blanket speed limit reductions and believes that 30kph around schools is too slow (40kph is acceptable). Mr Silby indicated that he drove 600km to 700km a day on a regular basis, and that this included both Far North and Kaipara. Mr Silby believes that, where there is no crash data to prove the need for a lower speed limit there should be no drop in speed limit. My Silby also raised the issue of economic effect and stated that an 80kph speed limit would be recession inducing as it would result in more time for transport, and this would result in increased charges being passed on to consumers. Mr Silby stated that, at 80kph or drive slowly text, get drowsy and get distracted by scenery. At 100kph, drivers concentrate solely on the road and would not fall asleep. Mr Silby stated that Council should be repairing roads, not lowering speeds, and that Council should be considering all drivers, especially those that drive a long distance. When asked if he supported slower speed limits in towns, Mr Silby said "yes, but not multiple changes in speed limits (eg: 60kph – 60kph – 40kph).
Response to issues raised:	Schools: The Setting of Speed Limits Rule 2022 is very prescriptive in relation to requirements for speed limits around schools. A 30kph speed limit is required around all Category 1 schools. When setting a new speed limit, the Setting of Speed Limits rule 2022 requires Council to consider a wide range of specific matters, including crash risk, road environment, national guidance and community feedback. Previous crash history is only one aspect that is considered. It should be noted that crash data is utilised to determine both Personal and Collective Crash Risk and only looks at historic crashes. Relying solely on historic crash data would mean that a speed limit would not be made to be safe and appropriate until after a serious or fatal crash. This approach is not consistent with the Road to Zero National Road Safety Strategy. The economic and social impact of vehicle crashes in Northland is significant, including approximately 1700 annual transport related hospitalisations, loss of productivity, delays and other social costs. In

	most cases, proposed speed limits are similar to the Mean Operating Speed of the road, as such, the average speed on that road will not change significantly as a result of the introduction of a safe and appropriate speed limit.

3.4.2 Tom Batchelor

Summary of Written Submission:	**Opposes:** Seeks a 60kph speed limit on Kapiro Road, similar to most of Waipapa Road. Supports submissions made lower speed limit on Redcliffs Road, Rangitane Road and Opito Bay Roads to 60kph to protect Kiwi.
Matters raised at Hearing:	Mr Batchelor supported a reduction of the speed limit on Kapiro Road to 60kph. He believes that Kapiro Road should be the same speed limit as Waipapa Road. If Kapiro road has a higher speed limit than Waipapa Road, then HGV's will use Kapiro Road as a faster alternative. Mr Batchelor noted that there is significant new and planned commercial and residential development on Kapiro Road. This development should be considered. Mr Batchelor noted some of the safety issues on Kapiro Road, including the presence of early childhood centre, roadside ditches, bus stops with no footpath area. The intersection of Purerua Road and Kapiro Road is a blind corner. Mr Batchelor described Equestrian Drive (where he lives) as narrow, with no road markings or intersection priority markers and deep ditches. This is typical of feeder roads. Mr Batchelor felt that all feeder roads onto Kapiro Road should be 50kph.
Response to issues raised:	Kapiro Road is addressed in Section 6 of this Report, this includes additional site assessment from a Road Safety engineer.

3.4.3 Rick Palmer

Summary of Written Submission:	**Support in part:** Supports speed reductions in "Black Spots". Does not support a reduction of speed on Kerikeri Road to 60kph and proposals that reduce urban speed limits from 50kph to 30kph.
Matters raised at Hearing:	Mr Palmer suggested that 80kph speed limits are too low and that he is not convinced that speed limit reductions are effective in reducing Death and serious injuries. Mr Palmer did not support a blanket approach to lowering speed limits. He did not support the following:

	• 30 kph speed limits as there were no death or serious injuries to justify them. • Reduction in speed limit on Kerikeri Road as this would be self-regulating anyway. Speed limits that Mr Palmer did support were: • Oramahoe Road as this is a cycleway. • Speed limit reductions around schools. Nr Palmer highlighted that the trip from Opua to Kaikohe is frustrating because of the 80kph speed limit on Puketona Road.
Response to issues raised:	The concerns relating to lower speed limits generally are addressed in Sections 5, 6 and 7 of this Report. There is clear and consistent national and international evidence that inappropriate speed is the most significant contributor to death and serious injuries on our roads. National and international evidence indicate that lowering a speed limit to a level that is safe and appropriate for the road environment leads to a measurable reduction in deaths and serious injuries over time.

3.4.4 Melanie Miller

Summary of Written Submission:	**Support:** Identifies areas that should be car-free pedestrianised areas. Identifies specific roads that should have lower speed limits, including parts of Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road and residential roads leading off Kapiro Road.

Matters raised at Hearing:	Ms Miller stated that Slower speeds may lead to economic cost, but speed related crashes lead to greater socio-economic costs through hospitalisation. Ms Miller highlighted that the faster you go the bigger the mess and that physics means that an impact at a slower speed will mean that it is more survivable.
	Specific roads that Ms Miller addressed were:
	• Kapiro Road should be 60kph for the following reasons:
	  ○ There have been 2 fatal and 6 serious crashes on Kapiro Road.
	  ○ There are 300 horticultural properties that access Kapiro Road with 12 access junctions.
	• Kerikeri Road – need to develop a bypass.
	• Waipapa Road should be 60kph.
	• Landing Road is a real issue and needs traffic calming measures and the school zone should extend to include Landing Road.

Response to issues raised:	Kapiro Road is addressed in detail in Section 6 of this Report. It has been recommended that the Riverview School Zone be extended to include all of Riverview Road and Kendall Road, but not to include Landing Road (refer Section 5).

3.4.5 Cameron Maclean

Summary of Written Submission:	**Opposed:** Many more issues than speed.
Matters raised at Hearing:	Mr Maclean operates Kerkeri Taxi's and has 8 drivers on the road every day. Mr Maclean stated that he did not believe the issue was speed, but it was driver behaviour and poor vehicles. He notes that on Inlet Road, for every 10 cars, 5 of them only have one light operating. Poor driver behaviour includes passing on yellow lines. Mr Maclean said that Traffic in Kerikeri is already slow – so much so that Kerikeri Taxis try to avoid the town if possible. He doesn't think that dropping the speed limits is going to achieve a lot. No one answer that is going to solve these issues. Mr Maclean said that there was no need to drop the speed limit in Whangaroa as you cannot drive fast anyway. He also highlighted some specific road maintenance issues.
Response to issues raised:	It is recognised that addressing speed limits alone will not be a complete answer to reducing serious injury and fatal crashes. However, it is an important component. The Road to Zero National Road Safety Strategy recognises this and includes aspects such as vehicle safety, driver education and road design as key aspects to reducing death and serious injury crashes.

3.4.6 John Logie

Summary of Written Submission:	**Supplementary Submission:** Supports a slower speed limit Kerikeri Landing Road as 80kph is too fast. This road provides access to a boat ramp and is used for walking and cycling.
Matters raised at Hearing:	Mr Logie was mainly concerned with the end of Kerikeri Inlet Road and Edmond Road. Mr Logies highlighted that a new road was commissioned to give access to a boat ramp at the end of Kerikeri Landing Road. Since the commissioning of the new road and better access for boats, there has been an increase in the number of boats being towed down the last part of Kerikeri Inlet Road, which is very narrow and unsealed. This makes it dangerous for walkers on this road.

	Mr Logie requested a lower speed limit in this area, including Edmonds Road, which is also narrow and not fully sealed. Mt Logie showed a short video of the road in support of his submission.
Response to issues raised:	A further review of the last part of Kerikeri Inlet Road and Edmonds Road has been undertaken. As a result of that additional review, it has been recommended that the speed limit be set at 40kph on Edmonds Road, and 40kph on Kerikeri inlet road from the Edmonds Road intersection to the end.

3.4.7 Robert Adams

Summary of Written Submission:	**Support:** Seeks a slower speed limit from Okiato to Russell Road. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	Mr Adams could not attend the Hearing in person but sent an Email statement in his stead. Mr Adams expressed concern that Kororareka roads are not included in the review as it has not been included as part of the Bay of Islands. Mr Adams stated that the Far North have a boundary at Whangaruru so change the speed limit up to that boundary. Council should prioritize narrow roads lacking safety features like shoulders. Puketona Road is now 80kph and 60kph when narrower roads in Kororareka are still 100kph, this is not right.
Response to issues raised:	Koroareka roads are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of speed Limits Rule 2022. It is expected that consultation will begin in late 2023.

3.4.8 Leonie Exel - BOI Watchdogs

Summary of Written Submission:	**Support:** Mainly concerned with protecting Kiwi that are being killed by vehicles.
Matters raised at Hearing:	This presentation was made on behalf of BOI Watchdog. The main issues was lowering speed limits in areas of high density of kiwi. Evidence says that reducing the speed limits will reduce kiwi deaths. Also seeking to put up additional signage to

	slow down in high kiwi density issues. Cars kill more kiwi than dogs. Key areas of concern included: • Russell – Okaito • Redcliffs Road – 5 kiwi killed 2022 • Opito Bay Road – 10 killed in one year. A 60kph speed limit would be relatively safe.
Response to issues raised:	Refer to Section 6 of this report for a detailed response on Redcliffs Road and Opito Bay Road.

3.4.9 John Sanderson

Summary of Written Submission:	**Support:** Kerikeri Road – supports the proposed speed limit of 60kph. However, seeks a 50kph speed limit instead.
Matters raised at Hearing:	Mr Sanderson was mainly concerned with lowering the speed limit on Kerikeri Road from State Highway 10 to Kerikeri township. The speed limit on Kerikeri Road has been an issue for about 12 years. Mr Sanderson always felt that the road is too fast. A footpath went in a few years ago and there are people wanting to get across the road. Mr Sanderson supports the thrust of reducing to 60kph but thinks it should be 50kph. The road is 3km long so difference in travel time is small.
Response to issues raised:	It has been recommended that the speed limit on Kerikeri Road from the State Highway 10 round-a-bout to the current 50kph/30kph boundary be set at 50kph.

3.4.10 Steve Westgate - NZ Automobile Association

Summary of Written Submission:	**Variety of issues:** The submission raises a variety of general issues associated with speed, as well as providing more specific feedback on proposals.
Matters raised at Hearing:	Cr Court declared an interest in this as a member of the national AA Council. Mr Westgate recognised that there has been significant development in the Kerikeri area. AA support measures to lower the road toll. Support in principle many of the proposals including 60kph and 80kph roads and VSL's around schools. Mr Westgate highlighted that speed limits must make sense to the driver. The AA support consistency in speed limits and self-explaining speed limits (drive to the conditions). It is more effective to target the highest 1% benefit roads and focus investment in safer infrastructure. Speed limit only one part of the equation.

	Note: The Automobile Association submission is addressed in detail in Section 4 below.

3.4.11 Peter Haythornthwaite

Summary of Written Submission:	**Opposed:** Raises issues about the condition of the roads. Other issues such as the condition of vehicles, driver licencing etc.
Matters raised at Hearing:	Mr Haythorthwaite considered that the changes being made are reasonable but have a number of issues. He stated that there were too many speed limit transitions in some areas. Mr Haythorthwaite raised a range of other issues, including: • Improved professionalism with signage, noting that some signs going north have been done with tape. • Better signage – especially when coming up to speed bumps. Bi-lingual signs make it harder to read. • there is a patchwork of poor patches all over the network. Would be better in the long run to do the job properly in the first instance. • There appears to be no strategy to improve roads. • Temporary speed limits can indicate that a different speed limit is planned.
Response to issues raised:	A number of issues raised relate to the State Highway network, which is outside the jurisdiction of Council as a Road Controlling Authority. However, the point made are noted. Funding and the overall road strategy is set out in the regional Land Transport Plan. This sets out funding priorities and is the basis for securing additional funding from government.

3.4.12 Manuela Gmuer Hornell

Summary of Written Submission:	Seeks speed limit reductions on Aucks Road and other roads on the Russell Peninsula. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	Ms Gmuer Hornell wished to follow up on speed limits in the Russell area. She expressed disappointment that speed reviews for Russell have been pushed back. Okaito to Russell / Aucks Road needs to be looked at urgently. It was noted that Russell is a tourist town – people walk down the middle of the street poor parking etc. Go over Takaka is 100kph and should be a lot lower.

	A request was made to implement a temporary speed limit on Aucks Road in advance of the next speed limit review.
Response to issues raised:	Aucks Road and Okaito Road are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of Speed Limits Rule 2022. It is expected that consultation will begin in late 2023. A temporary speed limit must meet the legal requirements of the Setting of Seed Limits Rule 2022 and would also require a specific resolution of Council.

3.4.13 Jane Hindle

Summary of Written Submission:	Seeks speed limit reductions on Aucks Road and other roads on the Russell Peninsula. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	Supports everything that Ms Gmuer Hornell has stated and would be supportive of a temporary speed limit. From a risk management perspective – Council has an obligation to keep people on the road safe. Note cyclist death on this road in last few months.
Response to issues raised:	Aucks Road and Okaito Road are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of Speed Limits Rule 2022. It is expected that consultation will begin in late 2023. A temporary speed limit must meet the legal requirements of the Setting of Seed Limits Rule 2022 and would also require a specific resolution of Council.

3.4.14 Submitters unable to be contacted.

All submitters who indicated that they wished to be heard were contacted via the email provided in their submission (where provided). This initial contact was followed up with telephone calls and further emails where necessary. The following submitters that indicated that they wished to be heard did not respond to emails or were unable to be contacted by telephone:

- Charlotte Fay – submitter number 67
- Warrick Cleveland – submitter number 07

4 Submissions Overview

4.1 Submissions Out of Scope

Out of scope submissions seek changes to speed limits that are outside of the current review area; are seeking non-speed related decisions, for example, road maintenance; or seek solutions that are beyond Council's legal mandate, for example, enforcement issues.

The main out of scope issues are set out below. Specific submission numbers are not quoted to avoid confusion as often submissions also included comments and feedback that were both in and out of the scope of the review.

4.1.1 Speed limits in other areas

Submissions seeking a change in speed limit in areas outside of the review area are out of the scope of the current review and associated consultation. In order to make a legal change to a speed limit outside of the current review area; additional technical assessments would be required, as well as a separate consultation process.

The majority of submissions seeking speed limit changes outside of the review area were associated with Aucks Road and the Russell area generally. This area was not included in the current review as it is planned to review the area in late 2023 as part of the wider upcoming Regional Speed Limit Review. The Russell Peninsula links with the coastal area that incorporates Okaito, Russell, Rawhiti south to include the Tutukaka Coast. Undertaking a single review of this contiguous area ensures consistency of speed limits between jurisdictional areas.

It should be noted that speed limits in areas that have not already been the subject of a review will be reviewed as part of a regionwide review being undertaken throughout 2023.

4.1.1.1 State Highways

Some submitters requested speed reviews to be undertaken on parts of the State Highway network.

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZTA).

All submissions relating to the State Highway network has been noted and passed through to the Waka Kotahi Speed Limits Review Group.

4.1.2 Enforcement

Some submitters have raised the issue of enforcement. The feedback received can be categorised into the following broad topics:

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection

It is agreed that enforcement is a key component of ensuring compliance with speed limits and improving safety on our roads. However, if the speed limit is neither safe, nor appropriate for the road environment, then, even with a good level of enforcement, safety outcomes will not be achieved.

NZ Police base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment or exceeding the posted speed limit.

Speed Cameras

Speed cameras are an important road safety tool. Mobile speed cameras can be deployed at any location. The government has recently introduced new legislation relating to speed cameras. This legislation shifts the operation of speed cameras from the Police to Waka Kotahi (NZTA).

It is expected that, over the coming years, there will be greater reliance on speed camera deployment, including the use of newer technology that measures vehicle speed over a greater distance.

Revenue

Although speed limits are set by the Road Controlling Authority (Far North District Council), the responsibility for enforcing those speed limits is with the NZ Police. Any fines, including speed camera fines, do not go to Council. Nor do they go directly to the NZ Police.

The sole purpose of speed limit and other road safety enforcement is for the safety of all road users.

4.1.3 Climate Change

Some submissions referenced climate change, wither to support a slower speed limit, or as a reason why speed limits should remain the same (increased journey time resulting in more carbon emissions).

The Road Controlling Authority is required to set speed limits in accordance with the legislation, rules and guidance of the day. The legislation that enables Council as an RCA to set a speed limit is the Land Transport Act 1998. Section 22AB(1)(d) states that the Road Controlling Authority may set a speed limit for the purposes of the safety of the public or for the better preservation of the road.

Current legislation does not allow the RCA to set a speed limit to better manage climate change. Studies do show that a lower speed limit does lead to lower fuel consumption and associated emissions. Some recent studies show that any increased costs associated with a longer journey time are offset by lower fuel and maintenance costs for commercial drivers. It is therefore considered that positive impacts on climate impacting emissions and fossil fuel usage may be an outcome of proposed lower speed limits; but cannot be a principle reason for setting a speed limit.

4.2 Other issues raised

Some submitters raised specific speed related issues that need to be specifically addressed. These issues raised by submitters were utilised to either oppose the lowering of speed limits generally; justify a different speed limit; or were made as a general comment.

4.2.1 Maintenance and Upgrade

Some submitters stated that Council should expend more effort on road maintenance rather than lowering speed limits. It was also noted that Council should upgrade or improve the roads instead of lowering speed limits.

4.2.1.1 Maintenance

Roading currently consumes approximately one third of Council's overall Operating Expenditure (this excludes capital expenditure). In addition, Council receives additional subsidised funding from the government, which effectively triples Council budget for most road maintenance.

Council is already doing a lot to maintain the local road network to make them safer. However, the local road network is extensive and often traverses challenging geography. Upgrading roads takes time, and in the meantime, crashes resulting from speed that is inappropriate for the road environment are still happening.

Ensuring speed limits that are safe and appropriate for the road environment is one way that we can reduce serious and fatal crashes until we are able to upgrade a road or route.

A lowering of the speed limit does not reduce the level of service or maintenance that will be undertaken on that road.

4.2.1.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads so that they are better quality, instead of lowering the speed limit.

Whilst upgrade and widening work may be desirable or planned; it is necessary to ensure that speed limits reflect the current road environment. As roads are upgraded or the road environment changes (for example greater development), speed limits can be revisited.

Council has a limited budget available for maintaining and upgrading the road network, even with government subsidies. Given the costs involved, it is necessary to prioritise which roads should be upgraded over time. Consideration needs to be given to a range of maters, including:

- The strategic nature of the road, for example, roads providing efficient linkages between communities.
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads

Once a road is identified for an upgrade, the time required to secure finances (including government subsidies), complete planning and design work and undertake the upgrades is typically between 2 and 5years, depending on the size and nature of the work to be undertaken. In most cases, it is cost prohibitive to upgrade the full length of a road to a consistent 100kph standard. Therefore, any upgrade work is normally undertaken in a staged manner over a several years.

4.3 Statutory Consultee Submissions

Section 3.9 of the Land Transport Rule: Setting of Speed Limits 2022 sets out the consultation requirements for the creation of a Speed Management Plan. Section 3.9(2) makes it clear that the Principals of Consultation (Section 82 of the Local government Act 2002) apply. However, Council is not required to utilise the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

The Setting of Speed Limit Rule 2022 does not identify specific Statutory Consultees. However, in undertaking the consultation process, Council directly notified the following key stakeholders:

- The Chief Executive of the Automobile Association (via the Northland Branch of the AA)
- New Zealand Transport Agency (NZTA)
- The Commissioner of Police and the Northland Area Commander
- Māori contacts within the review area.

The identified stakeholders were directly notified of the proposed new speed limits; were provided a full Statement of Proposal and advised of where additional information could be found.

The Kerikeri Bay of Islands Catchment area does not share a boundary with another Territorial Authority. It should be noted that the Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Co-ordination between the three road Controlling Authorities is therefore inherent in this review process.

4.3.1 Automobile Association (AA)

In keeping with previous speed reviews, the full submission of the Automobile Association is set out in this Recommendations Report. Given the detailed nature and size of the submission, it has been included in Appendix 1, rather than in the main body of the Report.

Responses to key issues raised:

Responses are provided to the more general issues raised by the AA as well as specific comments on specific roads. Where the AA has supported a proposal, no specific response is provided. Recommendations are set out in the Tables in Section 7 of this Report or under specific headings (Significant Roads).

The AA was consulted through the Chief Executive and the Northland Branch with representatives of the Northland Branch attending the Hearing via video link.

General comments provided by the Automobile Association

Submission 1.1 to 1.4: It is acknowledged that lowered speed limits on their own will not eliminate the road toll. This consultation and the resultant Speed Management Plan seeks to set safe and appropriate speed limits on the roads within the review area. The proposals and reports are therefore necessarily "speed centric". However, the Road to Zero Strategy is clear that there are a number of components such as driver education, enforcement, infrastructure and safer vehicles that need to combine to achieve a significantly lower road toll.

As a Road Controlling Authority, Council has a role in some of these additional aspects and are actively engaged in supporting those non-speed related aspects of road safety. Section 3 of the Technical Report provided an outline of those other road safety aspects that Council, as a Road Controlling Authority contribute to, including:

- Infrastructure improvements and speed management.
- Vehicle safety
- Work-related road safety.
- Road user choices
- System management.

Infrastructure improvements and speed management.

Council provides an annual budget for road maintenance and road Infrastructure improvements. This activity takes up the largest percentage of expenditure set out in Council's Long-Term Plan. In addition to Council's budget, central government provides additional top-up subsidies.

Vehicle safety

Vehicle safety includes but is not limited aspects such as Warrant of Fitness, Certificate of Fitness and general fleet safety. Vehicle safety is primarily managed on a national basis and Council, as a Road Controlling Authority has limited influence on this aspect of the Road to Zero Strategy.

Work-related road safety.

Council supports work undertaken in this sphere of road safety through its wider road safety and planning activities.

The work-related road safety aspect to the Strategy ensures that businesses and other organisations treat road safety as a critical health and safety issue. This aspect of the Strategy is managed through a range of activities and legislation, of which Council has only limited influence. Legislation primarily includes health and safety legislation and other legislation not directly linked to the Setting of Speed Limits Rule and the Land Transport Act.

Road user choices

The Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the Regional Land Transport Plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction.

System management.

System Management is about developing a road safety management system that reflects international best practice. The road safety system is complex – involving many agencies at both national and local level. Council as a Road Controlling Authority is one component of the overall safe system approach.

Submission 1.5: It is important to note that crash risk data relies on historical data and does not consider the changing road environment and the use of the road environment. The lower 40kph speed limits (and in some cases 30kph) are consistent with international best practice. The lower speed limit provides for a safer environment for communities and growing pedestrian activity. A 40kph speed limit also provides for a better living environment for residents.

Submission 1.5 – 1.10: Paragraph 1.6 of the submission succinctly highlights that the current speed limits on roads are neither safe nor appropriate. Loss of control crashes are an indicator that the driver is travelling too fast for the road environment. The number of crashes indicate that education has not worked, and drivers are not driving to the conditions or "reading the road".

Setting a speed limit that is closer to the safe and appropriate speed for the road and closer to the actual operating speed of the road provides a clear signal to drivers as to a safe speed. In addition, evidence suggests that those travelling at a higher speed (than the current speed limit) will modify their behaviour to some extent. This does not mean that they will suddenly comply with the speed limit, but their top end speed will reduce to reflect the legal consequences of being caught.

Submission 1.9 – 1.10: The Setting of speed Limits Rule 2022 and associated standards set out the requirements for signage. The detailed design process to implement new speed limits complies with those standards. In addition, signage such as threshold signs are also utilised. There is an extensive national education programme relating to speed limits and why a safe and appropriate speed limit is required. Messaging through the consultation process, local media releases and ongoing education initiatives undertaken by council further enhance tis messaging (refer comments above).

Submissions 1.11 (i) – (v): The summary points are acknowledged, particularly the general support for 80kph on local sealed roads and 60kph on unsealed local roads. It should be noted that Council's community engagement on proposed speed limit changes exceeds that required under the Setting of Speed Limits Rule 2022 and the requirements of Section 82 of the Local Government Act 2002.

Submission 1.11 (vi) and (ix): Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users, including international best practice. It should be noted that Council receives consistent feedback from communities wanting a slower speed limit of 40kph or 30kph within their communities.

Submission 1.11 (x): It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

Submission 1.11 (xiii): It is recognised that high-risk drivers will often ignore speed limits. However, from an enforcement perspective, the consequences of being caught driving over the speed limit increases significantly as the degree of infringement increases, including an immediate forfeiture of the vehicle. Evidence also clearly shows that setting a safe and appropriate speed limit that reflects the road environment does modify driving behaviour and reduces risk. The evidence also shows that the very high-end speeds are also reduced. There will, however, always be outliers.

Submission 2 – functions and speed limits of residential roads: review of ONRC, ONF and IFTAD, 2018.

Submission 2.1 – 2.6: These paragraphs provide a commentary on the various guidance, including ONRC and ONF. It should be noted that ONF is a development of the original ONRC that provides a more granular perspective on road classification. ONF incorporates a sense of place that was not included in ONRC.

Although Council may have some influence as a submitter to the various classification systems, it does not actually write them. Council is required to consider and utilise the ONF System as part of national guidelines.

The commentary provided leads the submitter to the conclusion that they do not support a lowering of speed limits from 50kph to 40kph or 30kph, whilst acknowledging that there are some specific areas where less than 50kph is appropriate.

The urban streets within the review area are all located within smaller communities, including Whangaroa, Opua and Paihia. These communities all have high tourist activity and pedestrian activity. In the case of Opua, the roads have a limited lane width (often single lane) and are tortuous.

Many streets within these communities do not support a 50kph speed limit due to their narrow, winding, or tortuous nature, for example, Opua and Whangaroa. In a number of areas, residents have taken their own steps to slow traffic with homemade signage.

A 40kph speed limit, with a 30kph speed limit in specific circumstances where there is a greater degree of shared space, or the roads are very narrow and tortuous provides consistency of approach in these communities and does not increase travel times to any significant extent.

Submission 3 - Specific comments on proposed changes

Submission 3.1-3.2: General support for unsealed and sealed roads approach is noted.

Submission 3.3: It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

An assessment has been undertaken to determine whether each school within the review area is a Category 1 or 2 School. The treatment of each school has consequently followed the requirements of the Setting of Speed Limits Rule 2022 and associated guidance.

It is recognised that, as part of the implementation of safer speed limits around schools, that additional infrastructure will be required to support those speed limits. Additional infrastructure may include raised crossings and electronic warning signs.

Riverview School and One School Global Campus are both located on “no through” roads where the only other use is either residential or rural residential. In the case of One School Global Campus, the road is a narrow, no exit road that is also utilised by the local community for walking.

It should be noted that a 40kph speed limit cannot be set outside a Category 1 School.

Submission 3.4 – Speed Limits in Urban Streets. The submitter states that "*we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits."* It is agreed that there are a certain group of motorists that will flagrantly ignore the speed limit and drive at speeds significantly above the posted speed limit. However, there are many other drivers who travel at 55kph-60kph regularly within the urban area. These drivers would be traveling slower with a lower speed limit. These issues are primarily addressed through education, enforcement and infrastructure that supports a posted speed limit.

It should be noted that research indicates that, even if everyone obeyed the road rules, there would still be more than 180 deaths on the road each year (Road to Zero National Road Safety Strategy). This indicates that there are factors, other than flagrant speeding as highlighted by the submitter, contributing to road fatalities and serious injuries. Speed limits (including in urban areas) are one contributing factor.

To provide context, in the 10 years from 2009-2018, 332 pedestrians and 78 cyclists died in crashes involving other motor vehicles, largely within New Zealand's urban areas.

The submitter states that "*there is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 which predominantly have low personal and collective risk ratings."* The submitter also states (3.4.12) that "*NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly 'show' the alleged relationship between pedestrian fatality risk and speed."* The submitter provides a graph by Mackie Research (2018) to support these claims.

A review of the Mackie Research Paper referenced indicates that the graph is only one of several contained in the Research Paper and deals with fatalities only. It is unclear if the Paper has been fully peer reviewed. Figure 7 of the Mackie Research Paper (identified below) provides curves for serious injury risk.

The Figure below, taken from Mackie (2018) indicates that the risk of serious injury to the pedestrian is about 35% (mid-range of graph); this rises to about 60% at 40kph (mid-range of graph); and 85% at 50kph.

Figure 7. Severe injury risk and impact speed potential diagram



Mackie (2018) states in the final discussion relating to the proposed risk curves that "*It would make sense that design speeds also considered 90%ile collision situations (in terms of frailty). For example, for pedestrians, this might mean that an appropriate speed/fatality risk profile curve follows a profile that is relevant for older people and where heavy vehicles are involved. Interestingly if this approach was taken, then the curve would be very similar to the original curve proposed by Wramborg!!!"*

Mackie's Research Paper seems to support a design approach that takes account of the more frail and vulnerable road users.

Where are pedestrian injuries and fatalities occurring?

The Waka Kotahi website provides some insight into where pedestrians are being seriously injured. Nine out of ten reported pedestrian injuries (92%) and nearly seven out of ten pedestrian fatalities (67%) occur on urban roads (roads with speed limits of 70 kilometres per hour or under). Most commonly, roads with 50 kph speed limits are involved.

The overwhelming majority (around 90%) of pedestrians injured on public roads are struck while crossing the road, as opposed to while walking on a footpath, walking along the side of a road, or, for example, 'playing' on the road.

The majority of reported pedestrian crashes (over 60%) occur mid-block, rather than at intersections. Eight out of ten occur at un-controlled sites, with around one in ten occurring on signalised crossings, and a further one in ten at or near a zebra crossing.

Sixty three percent of pedestrians are hit while on the near side of the road, rather than after they have crossed the centre line.

The impact of speed on pedestrians

Technology such as anti-lock brakes and stability control are designed to enable greater control over the vehicle, not shorten stopping distances. There may be a very small reduction in braking distance with modern technology, but not enough to significantly affect your overall stopping distance[1].

Stopping distances include the distance travelled while the driver notices a hazard and applies the brakes (thinking distance), and while the vehicle comes to a full stop from its initial speed (braking distance).

Although various studies vary slightly in overall stopping distances, they all agree to within a few meters. Assuming that the driver is not distracted and is fully alert and has a reaction time of 1.5seconds (ie: best case scenario):

- 30kph the total stopping distance is approximately 18m.
- 40kph the total stopping distance is approximately 26m.
- 50kph the total stopping distance is approximately 36m.
- 60kph the total stopping distance is approximately 46m.

Source: Brake.co.nz

Waka Kotahi provides an additional assessment of overall stopping distances and states that an alert driver travelling at 50 kph can just stop in time to avoid a pedestrian who steps out onto the road three house sections away (45 metres). The same driver, travelling at 60kph will still be travelling at 44 kph when the pedestrian is hit. This data is comparable with the data provided by Brake.co.nz with slight differences in reaction times applied.

Even small increases in speed means significantly longer braking distances. Braking distances are much longer for larger and heavier vehicles, and in wet conditions, so again these figures are a minimum.

Evidence is clear.

There is significant evidence, both New Zealand based and overseas based, to clearly show that lower speeds in urban areas are appropriate and provide a safer environment for all road users and the wider community.

Within our smaller communities and many parts of our larger urban areas, the design speed of roads are less than 50kph. The Far North District Council Urban Design Guidelines for Residential Development – Subdivision Design (3.2) indicates that local roads should have a maximum speed of 40km/h while a 30km/h maximum speed might be appropriate on very quiet residential roads.

Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users.

Specific roads highlighted by the submitter:

Submission 3.5: Support for proposed speed limits on Hautapu Road; Hupara Road; Oromahoe Road; Williams Road (Pahia); Butler Road (Kerikeri); Kurapari Road; Redcliffs Road; Te Tii Road, and Otaha Road is noted.

Submission 3.6: Whangaroa is a small community, with most roads being very narrow and tortuous. There is significant pedestrian activity through the entire community. The area along the waterfront is often utilised as a semi-shared space. A drop-in session that was attended by local community members and community group representatives indicated clear support for a slower 30kph speed limit.

Support for proposed 30kph speed limits in Paihia and Kerikeri is noted.

Submission 3.7: The submitters comments are noted.

4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA)

The Northland Transportation Alliance has regular update meetings with the Waka Kotahi Speed Management Team for Northland. As part of this process, Waka Kotahi was provided advance notice of the proposed new speed limits and progress on reviewing speed limits in the Kerikeri Bay of Islands Catchment area, along with other current reviews in Kaipara District and Whangarei District.

The Waka Kotahi Speed Management Team and the Waka Kotahi Northland Regulatory Manager were directly notified and provided with a Statement of Proposal and information on where additional information was available.

No formal submission was received from Waka Kotahi (NZTA).

4.3.3 NZ Police

NZ Police were directly notified and provided with a Statement of Proposal and information on where additional information was available. Notification was made to the Road Policing Manager for Northland.

NZ Police were provided with advance warning of the consultation process, and were provided formal notification (including a copy of the Statement of Proposal) on 05 October 2022 (in advance of the 26 October public notification),

No formal submission was received from NZ Police.

4.3.4 Māori

Key Māori contacts from within the review area were obtained from Far North District Council. These contacts were directly notified of the review and invited to make a submission or meet to discuss the speed limit review. Additional time was provided to respond to the review (until early February).

No specific feedback was received.

5 Schools

The Setting of Speed Limits Rule 2022 is prescriptive in relation to speed limits outside schools. In determining what sections of road are outside of a school (area of a school speed zone) regard must be given to:

(i) Typical or expected routes for pedestrians to access the school; and
(ii) The purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
(iii) What are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.

In addition to the matters that must be given regard to, the Setting of Speed Limits Rule is also prescriptive in relation to the speed limits that may be set in a school zone. All schools are categorised into:

- **Category 1 Schools**, which include all urban schools and rural schools where the road environment is actively used by students to access the school, either by walking, cycling or being dropped off by bus. This category includes schools where the school bus drop-off is not separated from the road.
- **Category 2 schools** include many rural schools where students do not actively utilise the road environment.

The Rule sets out the maximum speed limit outside schools as:

(i) Category 1 Schools – 30kph, permanent or variable. It should be noted that National Speed Limit Guidance requires a permanent 30kph speed limit to be set, unless there is reason not to.
(ii) Category 2 Schools – A maximum of 60kph, permanent or variable, provided that a full explanation is provided as to why the speed limit set is safe and appropriate for the road.

Infrastructure to support slower 30kph speed limits around schools is given some priority.

5.1 Opua School (Franklin Road – Opua)

5.1.1 Feedback received.

There was little specific feedback relating to Opua School. However, submissions were generally supportive of lower speed limits around schools. One submitter summed up many of the submissions on this topic by saying that "*I support any speed limiting around schools and more needs to be done to enforce it*". More general submissions supported a lower speed limit but felt that it should be a variable speed limit. One submitter stated that "*Roads passing the schools which are currently 50kph roads (Opua, Kerikeri, Riverview etc) should be dropped to 30kph*".

One submitter stated that these limits are excessively low, however, they supported lower limits outside schools where children are.

Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.

5.1.2 Response to Feedback

Opua School is a Category 1 School and is located on Franklin Road, which is the main access road into the Opua commercial area and the Opua ferry. The 30kph zone extends from the intersection with State Highway 11, past the school to the end of Franklin Road where it intersects with Lyon Street.

The 30kph zone is consistent with proposed speed limits throughout Opua and provides for the school area, as well as a slower speed limit where vehicles queue for the ferry. The school zone also includes Kellet Street.

5.1.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on franklin Road and Kellet Street as part of the wider 30kph zone for Opua.

5.2 Paihia School (School Road – Paihia)

Paihia School is a Category 1 School and is located near the central commercial area of Pahia. The 30kph speed limit encompasses the main student walking and cycling routes to the school. The permanent 30kph zone links to the central commercial area on Williams Street.

5.2.1 Feedback received.

Feedback received supported slower speed limits near schools.

5.2.2 Response to feedback

Proposed speed limits appropriate.

5.2.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on:

- ***Joyces Road.***
- ***School Road from Marsden Road to Joyces Road.***
- ***Williams Road***

5.3 Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)

5.3.1 Feedback received.

Submitters were generally supportive of lower speed limits around schools. One submitter opposed the 30kph speed limit stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.

5.3.2 Response to feedback

Kerikeri Primary School and Kerikeri High School are both Category 1 Schools. They are located on opposite sides of Hone Heke Road. In addition to the main schools, there is an early childhood centre located on Lanark Road. The school zone includes some side streets as these are expected to be walking routes to and from the school.

5.3.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on:

- ***Hone Heke Road from Baska Voda Drive to 65 Hone Heke Road.***

- ***Lanark Road.***
- ***Tarutaru Lane.***
- ***Oripiro Road.***

5.4 Riverview School (Riverview Road – Kerikeri)

5.4.1 Feedback received.

Submitters were generally supportive of lower speed limits near schools. One submitter stated that Kendall Road also meets the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. The same submitter stated that the 30kph speed limit should be extended to include all of Riverview Road and part of Landing Road.

The submitter stated that Riverview School is a Category 1 School and is located on Riverview Road. Riverview School has two turning bays and some on-street parking. The two turning bays are limited in size and are not fully separated from the road, resulting in potential for students to move onto the road carriageway. Riverview Road has a narrow carriageway with no centreline markings. It is therefore a slow speed road.

5.4.2 Response to feedback

Following an additional review of the Riverview School zone, it is agreed that both Kendall Road and the entirety of Riverview Road should be incorporated into the 30kph school speed zone. Given that these roads are "slow streets", a permanent 30kph speed limit is appropriate. It should be noted that, by including Kendall Road within the 30kph speed zone, Tui Place also need to be included.

It is not considered appropriate to set a short 30kph speed limit on Landing Road.

5.4.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended:

- ***That a permanent 30kph speed limit be set for the full length of Riverview Road.***
- ***That a permanent 30kph speed limit be set for the full length of Kendall Road.***
- ***That a permanent 30kph speed limit be set for the full length of Tui Place.***

5.5 Bay of Islands International Academy (Purerua Road – Te Tii)

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. Busses pick up and drop off students at a bus stop a short distance along Te Tii Road and students walk the short distance to the Academy.

5.5.1 Feedback received.

One submitter expressed concern that the Bay of Islands International Academy School is located at the top of a T intersection, with all three directions (both sides of the school being 100kph and the opposite road being Te Tii Road is also 100kph). School signs are displayed approaching the school. The tamariki school bus arrives at 7.50am (First drop off of our school students). From the school the bus then heads down to Te Tii village to pick up more students (Students of Bay Academy, Kerikeri High School and the Kerikeri Primary School). Students being dropped off (second drop off) across the road from the school with no safe bus bay for our tamariki to get off. They need to cross the 100kph road which is unsafe for them. We also have tank, logging trucks that use this same road that do travel the 100kph limit. As well as passing the school you enter a loose gravel road.

Far North Roadsafety District Team, based in the Kerikeri/Bay of Islands area have been supporting this school by educating tamariki on how to cross the road safely. Roadsafety

also supplied the school with hi vis vests and road cones to slow traffic during drop off and pick up times.

5.5.2 Response to feedback

The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school.

Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case. The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected.

5.5.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended:

- ***That a permanent 60kph speed limit be set from 110m before the Te Tii Road intersection to the end of Purerua Road.***
- ***That a Variable School Speed Limit of 30kph be implemented for Purerua Road from the proposed 80 / 60 kph boundary (110m before Te Tii Road intersection) to 200m past Te Tii Rd intersection.***
- ***That a Variable School Speed Limit of 30kph be implemented for Te Tii Road from the Purerua Road intersection for a distance of 50m.***

5.6 Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). There is a footpath from the nearby community on Te Tapui Road. The footpath is narrow and there is little or no separation from the road carriageway.

5.6.1 Feedback received.

There was only one submission relating to this school speed zone, which supported any speed limits around schools, but noted that more needs to be done to enforce it.

5.6.2 Response to Feedback

All school activities take place on the eastern (school side) of the road, there is no need for children to cross the road. The variable speed 30kph during school hours will ensure the safety of school children and provide adequate measures to manage traffic flow around the school without the need for raised platforms.

5.6.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a Variable School Speed Limit of 30kph be implemented for Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m.

5.7 One School Global Campus Kerikeri (Blue Gum Lane)

One School Global Campus is a Category 1 School located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. There is no on-street parking and all pick-up and drop off facilities are separated from the road carriageway.

Blue Gum Lane is a narrow no-exit road that can support a 40kph or 30kph speed limit.

5.7.1 Feedback received.

Feedback received was supportive of a lower speed limit. However, one submitter questioned if and how it would be enforced.

5.7.2 Response to feedback

Feedback received was supportive, the proposed 30kph speed limit is appropriate.

5.7.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a permanent speed limit of 30kph be implemented for the full length of Blue Gum Lane.

5.8 Harvest School (361 Waipapa Road)

Harvest School is a new build school that is expected to open in 2023. A 30kph Variable Speed Limit is initially proposed for an approximately 360m stretch of Waipapa Road to incorporate the school frontage and its approaches.

It should be noted that, at the time of consultation, this school is still under construction. The proposed Variable Speed Limit will not be implemented until the school opens. It will also be necessary to review the school variable speed limit once student travel patterns can be accurately established.

5.8.1 Feedback received.

There was general support for lower speed limits outside schools.

One submitter supported a 60kph speed limit on Waipapa Road, but opposed a 30kph Variable School speed limit outside Harvest School for when the new school opens. The submitter stated that It will just clog things up and cause queues. It seems unbelievable that planning has been permitted in this location which will have a huge impact of traffic levels at 8-9am and 3pm. Surely drop off and pick up will all be done on site, so why would there be a benefit to dropping the speed only in that spot when other children are walking the length of Waipapa Road which will be at 60kph. Dropping the speed limits and having parents turning in and turnout out, right and left, will slow down traffic anyway.

Another submitter stated that it would be better to maintain a consistent 60kph along the road to maintain traffic flow.

5.8.2 Response to feedback

Harvest School has initially been classed as a Category 1 School, where students utilise the road environment to access the school. As a new build school that is not yet operational, determining final student movements is not possible at this time. Based on the available information, it has been assumed that the school will be Category 1.

As a Category 1 school, the Setting of Speed Limits Rule requires a 30kph permanent or variable speed limit to be applied. It is therefore recommended that a Variable 30kph speed limit be set, and that a further review be undertaken after the school has been operational for one year.

5.8.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a Variable School Speed Limit of 30kph be implemented from 372 Waipapa Rd to 331 Waipapa Road. This speed limit should be implemented once the school becomes operational.

6 Significant Roads

Following the consideration of submissions received, NTA Staff undertook additional site visits to further assess submitters views and the road environment. All recommended speed limits are set out in the Tables in Section 7 of this Report. Additional detail as to the reasons for recommendations have been provided for Cove Road as thus road was the subject of extensive submissions.

6.1 Kapiro Road

Kapiro Road was the subject of significant feedback, including a petition signed by 236 people seeking a 70kph speed limit. Most submitters sought a lower 60kph speed limit, although others sought no change, or supported 80kph. There was overwhelming support for a reducing the speed limit.

6.1.1 Community Feedback

Submitters sought a range of speed limits to be implemented, including:

- 80kph as proposed.
- 70kph
- 60kph
- 20kph outside pre-schools

Although there were general submissions opposing any reduction in speed limits, these were in the minority. Submitters were overwhelmingly in favour of a slower speed limit on Kapiro Road.

Submitters highlighted that the traffic flow on Kapiro Road has increased, and its purpose has changes since originally assigned a 100kph speed limit. There have been increases to:

- Daily use as an alternate to using the round-about at Waipapa for those heading north.
- Industrial/small business development with traffic entering and exiting the busy road throughout the day.
- Indirect horticultural traffic due to an increase in kiwifruit farms and other products coming into Kapiro Road for processing eg: workers cars, packing trucks, service vans/vehicles, produce delivery trucks, spray tractors.
- Subdivision traffic from subsidiary entry roads and along Kapiro Road.
- School traffic including to the BOI Academy: parent and buses.

Some submitters stated that Kapiro Road should have the same 60kph speed limit as Waipapa Road. The reasons set out by submitters included the similarities between the two roads, including that they are both classified as primary collector roads with rural connections. One submitter was concerned that if Kapiro has a higher speed limit than Waipapa, drivers heading to Kerikeri township will tend to select Kapiro Road rather than Waipapa Road, thereby leading to more vehicles and potentially more crashes on Kapiro Road than now.

Some submitters identified Early Childhood Centre (ECE) at 324 Kapiro Road as an area that needed a lower speed limit. One submitter highlighted a near miss crash that occurred at this location, despite a lay-over bay for turning traffic. It was noted that this particular area is also a school bus drop-off zone which has an increase in traffic parking/movement before the school bus arrives.

6.1.2 Response to Feedback

In response to feedback, a Road safety Engineer has undertaken an additional site visit to review the proposed speed limit. The Road Safety Engineer noted that, while the Kapiro Road is moderately busy with multiple businesses along the stretch, it is fairly straight. The

main adjoining roads are Redcliffs Road and Purerua Road, both of which are recommended as having an 80kph speed limit.

It is recognised that Kapiro Road has been the subject of development. However, when comparing to Waipapa Road, the daily traffic counts are significantly lower and the density of development is also lower on Kapiro Road.

Kapiro road has a Mean Operating Speed of 80kph, and the assessed Safe and Appropriate speed is 80kph.

The Setting of Speed Limits Rule 2022 now requires speed limits to be reviewed on a three-yearly basis so that speed limit changes can align with the road infrastructure funding programme. This allows for a responsive review to be undertaken as development occurs on this road.

Overall, it is considered that 80kph is an appropriate speed limit for Kapiro Road at this time. However, it is noted that the speed limit on Kapiro Road should be regularly reviewed.

6.1.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Kapiro Road be set at 80kph.

6.2 Waipapa Road

There was a wide range of feedback received on Waipapa Road. Waipapa Road includes a School Zone for the newly constructed Harvest School. Feedback on this part of Waipapa Road is included in Section 5 of this Report.

Submitters sought a range of speed limits to be implemented, including:

- 80kph
- 70kph
- 60kph as proposed.

Although there were general submissions opposing any reduction in speed limits, these were in the minority. Submitters were overwhelmingly in favour of a slower speed limit on Waipapa Road.

6.2.1 Community Feedback

One submitter stated that Waipapa Road is a sealed road with clearly marked centre lines, sufficient turning areas, shoulder areas and are not tortuous in terms of curves. It is a well-engineered road for the current speed limit, above an engineering standard of all other roads in the area being a major preferred route to Kerikeri. Another submitter supported a lower speed limit, but felt that it should be 70kph, not 60kph. This submitter stated that they have been driving Waipapa Road for 25 years and have always found these to be safe with the current speed limit.

Another submitter questioned the classification of the Waipapa Road as they felt that it would meet the standards required of a Peri-urban Road for an 80kmph speed limit. The road has low crash risk, is a high-quality road with large traffic movements in a developing, but currently rural setting. This submitter suggested that Waipapa Road could be reviewed in the future as it changes.

Another submitter stated that Waipapa Road is a major collector for a 2.5km stretch. The change of speed limit is only a 40 second delay, but it is a 40 second delay for a huge number of people based on the vehicle movements. The submitter considered that the review is inefficient for society when the road crash rate should be very low due to its high quality.

Waipapa Road has been designed as an 80kph road; all entrances have been designed for 80kph limit. The speed management plans require ongoing review based on new legislation.

There is a review process in place to capture effects of changes in population density and as such, the speed limit does not need to change as the road works safely in its current state and traffic.

Submitters supporting the 60kph speed limit stated that Waipapa Road is becoming increasingly busy and many cars travel more than the current speed limit of 80kph. There are a lot of businesses and side roads off Waipapa Road which increases the risk of accidents when it is busy as people pull out into traffic in smaller gaps. There will also be more children using the footpath and cycleway when the Harvest School opens. Lowering the speed limit will make the road safer for all users.

One submitter expressed concerns over the speed limit on Waipapa road east of Heritage Bypass. This is an extremely busy area. Waipapa road east is now a high-volume traffic area, where every day we expect to hear siren's or shouting of an accident. This of course is not helped by the small number of people who persistently break the current speed limit!

There are Bus Stops and high numbers of School Children present during the day for both school and sporting activities (at the Heritage Round-About Fields). Pensioners also walk here.

One submitter noted that, coming from Landing Road there is a change in speed limit at the point 20m west of Edkins Road, from 40kph to 60kph (currently 50kph to 80kph). We believe there should not be a speed limit change here, and the same speed limit should apply continuously from Landing Road to the Heritage Bypass roundabout. Having a short distance of approx. 700 meters at an increased speed seems unnecessary and confusing with cars speeding up, then having to slow down/stop for the Heritage Bypass roundabout.

6.2.2 Response to feedback

Waipapa Road has been classified as an Urban Connector Road under the One Network Framework classification system. The road currently has a Mean Operating Speed of 74kph.

Waipapa Road has been the subject of significant and ongoing rural residential and commercial development along the entirety of the road. Residential development along the length of the road is medium to high density rural residential, with additional commercial development. The ongoing development of Waipapa Road is reflected by the construction of Harvest School. This leads to the classification as an Urban Connector Road.

A speed limit of 60kph is considered appropriate for this road as a higher speed limit would not be consistent with the existing development on the road.

The submitter noting issues with the location of the speed limit changes between Edkins Road and the Heritage Bypass round-a-bout. The submitter suggests that a 40kph speed limit should apply all the way from Landing Road to the Heritage Bypass round-a-bout. The current 60kph from Edkins Road to the round-a-bout provides a single, consistent speed limit for vehicles travelling along Waipapa Road, with a single change for those turning onto Heritage Bypass.

This section of Waipapa Road has minimal direct accesses onto the carriageway and has a very similar road environment to Waipapa Road on the western side of the round-a-bout. The road environment supports a 60kph speed limit, although there is some argument for a 40kph speed limit given the sports field. It is noted that the sports field is separated from Waipapa Road with a separate access road, a wide berm and posts. Having considered all factors, it is recommended that the 60kph speed limit be implemented.

6.2.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Waipapa Road be set at 60kph. That a Variable School Speed of 30kph be set up outside Harvest School from 372 Waipapa Rd to 331 Waipapa Rd, to be implemented when the school is open.

6.3 Redcliffs Road

6.3.1 Community Feedback

There was overwhelming support for a reduced speed limit on Redcliffs Road. Many submitters sought a further reduction in speed limit from the proposed 80kph to 60kph over the full length of the road. The principal reason for a reduction in speed limit was to protect the wild Kiwi population that live in the area.

Submitters stated that, since the Kerikeri Peninsula Conservation Group has been recording Kiwi deaths (2018); 27 Kiwi (that we know of) including 6 along a 400m stretch of road from Kate's Riding Centre have been killed by cars. This is unacceptable. It is probably the highest kiwi death area in Northland, and we could do something about it relatively easily. Submitters stated that reducing the speed limit on the Redcliffs Road would lower the number of Kiwi being killed.

Suggestions included:

- Reduce the speed on Redcliffs Road to 50ph or 60kph from dusk to dawn.
- Warning signs for kiwi and potentially “judder bars” in specific locations with high kiwi counts, to slow vehicles down.
- Rumble strips accompanied by electronic “kiwi” signage that lights up.
- Mowing the berms so there is greater visibility of any Kiwi coming onto the Road.

One submitter noted that 100kph is not even possible along 90% of the road. Other submitters noted that there are many tight corners and an ever-increasing residential population. The road is used by many people to walk or ride bikes and most importantly to the locals who live out here, the kiwis need to be protected.

6.3.2 Response to Feedback

Although there were a few submissions seeking to retain existing speed limits, the majority of submissions were supportive of lower speed limits on Redcliffs Road. Most submitters sought a lower 60kph speed limit, primarily as a way of protecting Kiwi.

Some submitters sought a variable speed limit, with a slower 50kph or 60kph speed limit applying from dusk till dawn to slow vehicles down and provide greater opportunity to avoid Kiwi. The setting of Speed Limits Rule does not enable a variable speed limit to be implemented for this purpose. However, other suggestions, including improved signage and wider mowed berms can be implemented. Although noted, this infrastructure is beyond the immediate scope of the speed limits. The most appropriate mechanism is through the Annual Planning process.

The proposed speed limit of 80kph on the sealed section of Redcliffs Road reflects the overall road environment and is consistent with other similar sealed roads. The proposed 60kph speed limit on the unsealed section of the road is consistent with other unsealed roads.

6.3.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Redcliffs Road be set at 80kph on the sealed section from Kapiro road to Rangitane Road. That a speed limit of 60kph be set on Redcliffs Road from Rangitane Road to the end of Redcliffs Road.

6.4 Opito Bay Road

6.4.1 Community Feedback

There was overwhelming support for a reduced speed limit on Opito Bay Road. Many submitters sought a further reduction in speed limit from the proposed 80kph to 60kph. The principal reason for a reduction in speed limit was to protect the wild Kiwi population that live in the area.

Submitters stated that, since the Kerikeri Peninsula Conservation Group has been recording Kiwi deaths (2018); 27 Kiwi (that we know of) including 6 along a 400m stretch of road from Kate's Riding Centre have been killed by cars. This is unacceptable. It is probably the highest kiwi death area in Northland, and we could do something about it relatively easily. Submitters stated that reducing the speed limit on the Opito Bay Road would lower the number of Kiwi being killed.

Suggestions included:

- Reduce the speed on Opito Bay Road to 50ph or 60kph from dusk to dawn.
- Warning signs for kiwi and potentially “judder bars” in specific locations with high kiwi counts, to slow vehicles down.
- Rumble strips accompanied by electronic “kiwi” signage that lights up.
- Mowing the berms so there is greater visibility of any Kiwi coming onto the Road.

One submitter noted that Opito Bay Road is a winding road and 100kph not even possible over 90% of the distance. Cyclists and walkers frequent this road with minimal shoulder for safety. Another submitter stated that corners on Opito Bay Road are not designed for safe travel even at 80kph. The road is in poor condition and doesn’t support an 80kph speed. There is also increased property development, resulting in more direct access onto Opito Bay Road.

Other submitters highlighted that there is a greater number of vehicle movements towing boats and large trailers to the boat ramps at Opito Bay, Doves Bay Marina and Rangitane. Other submitters highlighted the changing land use with more residential properties.

Submitters opposing a reduction in speed limit stated that there will be too many changes in speed limit which will prove frustrating and be likely to cause road rage. One submitter questioned if there was evidence of crashes/fatalities in the area. This submitter believed that speed in the wrong place is what kills.

6.4.2 Response to feedback

Although there were a few submissions seeking to retain existing speed limits, the majority of submissions were supportive of lower speed limits on Opito Bay Road. Most submitters sought a lower 60kph speed limit, primarily as a way of protecting Kiwi.

Some submitters sought a variable speed limit, with a slower 50kph or 60kph speed limit applying from dusk till dawn to slow vehicles down and provide greater opportunity to avoid Kiwi. The setting of Speed Limits Rule does not enable a variable speed limit to be implemented for this purpose. However, other suggestions, including improved signage and wider mowed berms can be implemented. Although noted, this infrastructure is beyond the immediate scope of the speed limits. The most appropriate mechanism is through the Annual Planning process.

The road geometry is winding to tortuous and will support a 60kph speed limit. A 60kph speed limit is also consistent with the recommended speed limit on Rangitane Road.

Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community where a 40kph speed limit is recommended. To avoid multiple speed limit changes (80 - 60 - 40) a 40kph speed limit is recommended. Gateway signage is recommended to reinforce the 40kph speed limit.

6.4.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Opito Bay Road be set at 60kph from Rangitane Road to 407 Opito Bay Road. That a speed limit of 40kph be set on Opito Bay Road from 407 Opito Bay Road to the end.

7 Summary of submissions received and recommendations (road by road)

All submissions have been read and considered before recommending new speed limits. Submissions were broken down to comments on individual roads wherever possible. Summary information is provided in the following tables, including:

- Road name
- Current posted speed limit
- Proposed speed limit (as set out in the Statement of Proposal)
- A summary of the feedback received.
- Northland Transportation Alliance Road Safety Engineer (Team Lead) comments and recommendations
- Planned infrastructure to support the new speed limit.
- Recommended new speed limit.

The summarised Northland Transportation Alliance Road Safety Engineer comments, and the resulting recommended speed limit, are made having considered:

- The initial assessment of the road
- Evidence based matters that are required to be considered under the Setting of Speed Limits Rule 2022 and associated guidance; and set out in the Regional Speed Reviews – Bay of Islands and Kerikeri Technical Report as referenced in the Statement of Proposal and published on Council's Website:
- Community feedback received during the consultation process.
- Additional site visits and assessments undertaken as a result of the community feedback received.

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Access Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Access Road	50	40	One submitter opposed the general drop in speed limits from 50kph to 40kph, particularly on Access Road.	40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets and national guidance.	40
Admiralty Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ake Ake Road	100	40	No feedback received	Proposed speed limit appropriate	40
Amokura Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Amsharlo Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Anchorage Heights	100	40	No feedback received	Proposed speed limit appropriate	40
Ao Marama Place	50	40	No feedback received	Proposed speed limit appropriate	40
Arabella Road	50	40	No feedback received	Proposed speed limit appropriate	40
Aranga Road	50	40	No feedback received	Proposed speed limit appropriate	40
Ash Grove Circle	50	40	No feedback received	Proposed speed limit appropriate	40
Atwell Road	100	60	No feedback received	Proposed speed limit appropriate	60
Augusta Place	30	30	No feedback received	Proposed speed limit appropriate	30
Austin Street	50	30	One submitter stated that the proposed speed limit Is excessively low, although supporting slower speed limits around schools. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Austin Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Awhitu Road	50	40	One submitter opposed the general drop in speed limits from 50kph to 40kph. Another submitter suggested that wider streets with footpaths should be 50kph and narrower roads 40kph.	40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets and national guidance. Guidance suggests that 50kph should be reserved for main arterial routes only.	40
Baffin Street	50	30	One submitter stated that the proposed speed limit Is excessively low, although supporting slower speed limits around schools. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Baffin Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Barrett Place	50	40	No feedback received	Proposed speed limit appropriate	40
Baska Voda Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Bayly Road	100	40	No feedback received	Proposed speed limit appropriate	40
Bayview Road (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Bedggood Close	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Beechey Street	50	20	One submitter stated that the proposed speed limit Is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no ned for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Beechey Street has a very narrow carriageway (a narrow single lane) and no shoulder for pedestrians. The area near the ferry is effectively a shared space. There is a community hall located at the end of Beechey Street.	20
Beaufort Road	50	30	No feedback received	Proposed speed limit appropriate	30
Binnie Street	50	30	No feedback received	Proposed speed limit appropriate	30
Blacks Road	50	40	No feedback received	Proposed speed limit appropriate	40
Bledisloe Road	50	20	No feedback received	Proposed speed limit appropriate	20
Blue Gum Lane (school zone)	100	30	Refer Section 5	Refer Section 5	30
Blue Marlin Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Blue Marlin Drive Extension	50	40	No feedback received	Proposed speed limit appropriate	40
Blue Penguin Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Bosuns Way	50	40	No feedback received	Proposed speed limit appropriate	40
Bristow Road	100	30	No feedback received	Proposed speed limit appropriate	30
Broadview Road	50	40	No feedback received	Proposed speed limit appropriate	40
Bush Point Road (Doves Bay)	100	40	No feedback received	Proposed speed limit appropriate	40
Butler Road	30	30	No feedback received	Proposed speed limit appropriate	30
Campbell Lane	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Cannon Drive	50	40	One submitter supported a 40kph speed limit.	Proposed speed limit appropriate	40
Cannon Drive Extension	50	40	One submitter supported a 40kph speed limit.	Proposed speed limit appropriate	40
Captains Loop	50	40	No feedback received	Proposed speed limit appropriate	40
Cavalli View Road	100	60	No feedback received	Proposed speed limit appropriate	60
Charlotte Kemp Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Clark Road (Kerikeri)	50	30	No feedback received	Proposed speed limit appropriate	30
Cobham Court	50	40	No feedback received	Proposed speed limit appropriate	40
Cobham Road Service Lane	30	30	No feedback received	Proposed speed limit appropriate	30
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	No feedback received	Proposed speed limit appropriate	30
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50	No feedback received	Proposed speed limit appropriate	50
Cochrane Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Conifer Lane	100	60	Submitter sought a 50kph speed limit. The road is only 500 metres long. A higher speed limit will make driving dangerous. There is no centre line. On the bend vehicles cross the centre line as the road is narrow. Some vehicles leave the sealed carriageway on approach to Kapiro Road. Pedestrians use Conifer Lane, and their safety should be paramount.	As speed limit of 60kph is consistent with rural sealed roads that are narrow and without lane markings. Conifer Lane also has significant shoulder areas.	60
Cottle Hill Drive	100	60	No feedback received	Proposed speed limit appropriate	60
Coutts Avenue	50	30	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Creswell Street	50	30	One submitter stated that the proposed speed limit Is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no ned for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is a very narrow unsealed "no-exit" road providing access to residential swellings. A very low speed limit is self-explaining, and it is unlikely that 40kph would be attained on the road. A 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua	30
Causeway Road	50	40	No feedback received	Proposed speed limit appropriate	40
Darwin Road	50	40	One submitter noted that more residential units have been built in the area with a huge increase in traffic - school children being taken to and from school, trades, heavy trucks including logging trucks, and more recently boats to Windsor Landing. There are also more cyclists who use the path as it's too dangerous to ride on the two-lane road.	A 40kph speed limit is consistent with current standards for residential streets and roads within smaller communities. Proposed speed limit appropriate	40
Davis Crescent (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Davis Strongman Place	100	60	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
De Haven Street	50	30	One submitter stated that the proposed speed limit Is excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	De Haven Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Doonside Road	100	60	No feedback received	Proposed speed limit appropriate	60
Doves Bay Road	100	40	We believe 60km/hr is a much more realistic speed limit.	Doves Bay Road is a no exit road, approximately half of which is medium-high density rural residential. The other half has an urban density. There is no pedestrian facilities. Dividing the road into 60kph and 40kph zones is not desirable.	40
Edkins Road (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Edmonds Road	100	60	Submitters requested that Edmonds Road be 50kph on the sealed section and 40kph on the unsealed section. Submitters noted that Edmonds Road is very narrow in places especially on the metal surface near Edmonds ruins that is steep and rutted and dangerous when drivers are forced to drive in middle of the road when it is virtually one way and no visibility over the brow of the road	This road is very narrow and supports a slower speed limit. A 40kph speed limit along the full length of the road provides consistency in the speed limit, as well as consistency with the speed limit on the last section of the adjoining Kerikeri Inlet Road (refer Section 3.4.6).	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
English Bay Road	50	30	One submitter stated that the proposed speed limit Is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no ned for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists. The submitter noted that Kiwi, Weka and other species are found on the roadside habitat.	English Bay Road is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Equestrian Drive	100	60	Submitters noted that Equestrian Drive is curved with a very narrow shoulder without a centre line. Submitters suggested 60kph is an appropriate speed, while others sought 50kph; noting that there are 20 vehicle access points, 7 commercial access points and the road is used by cyclists, school students etc..	Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural land use and low density rural residential. 50kph is generally set aside for urban arterial roads.	60
Fairway Drive Kerikeri Rd to Augusta Place	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	The section of Fairway Drive to Augusta Place is within an area considered as part of the CBD, which has an existing 30kph speed limit.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Fairway Drive from Augusta Place to Golf View Rd	50	40	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	A 40kph speed limit is consistent with current standards for residential streets and roads within urban communities, and with current national guidance. Proposed speed limit appropriate	40
Fairway Drive Service Lane 1	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	This is a narrow service lane. It is appropriate that it is incorporated into the extent of the CBD 30kph zone.	30
Fairway Drive Service Lane 2	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	This is a narrow service lane. It is appropriate that it is incorporated into the extent of the CBD 30kph zone.	30
Falls View Road	50	40	No feedback received	Proposed speed limit appropriate	40
Fantail Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Fernbird Grove	50	40	No feedback received	Proposed speed limit appropriate	40
Fieldview	50	40	No feedback received	Proposed speed limit appropriate	40
Franklin Street (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Fuller Terrace (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
General Gates Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Goffe Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Golf View Road	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Greenway Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Greys Lane	50	30	No feedback received	Proposed speed limit appropriate	30
Hall Road	50	40	No feedback received	Proposed speed limit appropriate	40
Halyard Loop	50	40	No feedback received	Proposed speed limit appropriate	40
Hansen Road (Purerua)	100	60	No feedback received	Proposed speed limit appropriate	60
Harmony Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	40	No feedback received	Proposed speed limit appropriate	40
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Haruru Falls Road from Tui Glen Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Hauriri Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hautapu Road	100	60	One submitter supported the changes made to Hautapu Road but questioned how it would be enforced.	Submitters supported proposed change. Proposed speed limit appropriate	60
Hawke Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Hawkins Crescent	50	40	No feedback received	Proposed speed limit appropriate	40
Heritage Bypass from Kerikeri Rd for first 50m	50	50	Submitters sought the 50kph speed limit to be extended.	The location of the 50kph speed limit is designed to fit within the adjoining roads.	50

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Heritage Bypass	80	80	Several submitters requested a slower speed limit of either 50koh or 60kph, noting that a reduction in speed limit would have limited effect on journey times. Submitters noted that walkers and cyclists use Heritage Bypass and a reduction in speed limit would make the use of the road more pleasant. A 50kph speed limit would be consistent with the western end of Waipapa Road.	The Heritage Bypass is an Urban Transit Road that provides for the fast and efficient long-distance movement of people and goods within the urban realm. Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. Pedestrian facilities have been designed around an 80kh speed limit. There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is self-explaining, whereas 50kph or 60kph would require significant infrastructure investment to make it more self-explaining.	80
Heron Hill	50	40	No feedback received	Proposed speed limit appropriate	40
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	30	No feedback received	Proposed speed limit appropriate	30
Hihitahi Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Hikurua Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hobson Avenue (Kerikeri)	30	30	No feedback received	Proposed speed limit appropriate.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Homestead Road	30	30	One submitter stated that; If it is about safety, there are more and more cars driving Kerikeri and businesses using these lanes. It makes no sense to increase their limits in the middle of a 30km/h zone.	The proposed speed limit seeks to retain the current 30kph speed limit. Proposed speed limit appropriate.	30
Homestead Road Service Lane	30	30	One submitter stated that; If it is about safety, there are more and more cars driving Kerikeri and businesses using these lanes. It makes no sense to increase their limits in the middle of a 30km/h zone.	The proposed speed limit seeks to retain the current 30kph speed limit. Proposed speed limit appropriate.	30
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	One submitter stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.	40kph is consistent with other roads within the urban area, as well as national speed limit guidance. Proposed speed limit appropriate.	40
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	One submitter stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.	40kph is consistent with other roads within the urban area, as well as national speed limit guidance. Proposed speed limit appropriate.	40
Huia Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hupara Road	100	80	One submitter supported the changes made to Hupara Road but questioned how it would be enforced.	Submitter supported proposed change. Proposed speed limit appropriate	80
Hupara Road (East)	100	60	No feedback received	Proposed speed limit appropriate	60
Jacaranda Place	50	40	No feedback received	Proposed speed limit appropriate	40
Jameson Esplanade	100	60	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
James Kemp Place	50	40	No feedback received	Proposed speed limit appropriate	40
Joyces Road from School Road to Williams Road	50	30	No feedback received. Refer Section 5	Proposed speed limit appropriate. Refer Section 5	30
Joyces Road from Williams Road to end	50	30	No feedback received. Refer Section 5	Proposed speed limit appropriate. Refer Section 5	30
Kaipatiki Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Kane Street (East)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kane Street (East) is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kane Street (West)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kane Street (West) is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kapiro Road from SH10 to 50m west of roundabout	100	80	Refer section 6	Refer section 6	80
Kapiro Road from west of roundabout to end	50	40	Refer section 6	Refer section 6	40
Karaka Drive	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kellet Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kellet Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kemp Road	50	40	No feedback received	Proposed speed limit appropriate	40
Kendall Road	50	40	Submitters stated that Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	Refer Section 5	30
Kennedy Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kennedy Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kent Street (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Keri Downs Road	100	60	No feedback received	Proposed speed limit appropriate	60
Keridale Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Kerikeri Grove	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	This section of Kerikeri Road was the subject of a wide range of feedback, seeking speed limits of 50kph, 60kph and 80kph. Submitters noted long wait times to access Kerikeri Road at peak times due to the volume and speed of the traffic. Submitters noted that the road is busy and will only ger busier with more development. Several submitters sought a neighborhood friendly speed limit of 50kph, noting pedestrian and cyclist use of the road, with some submitters stating that the road meets the definition of an urban road. One submitter noted that his is a very busy road with pedestrian traffic and 60kmh is not low enough. The distance is approximately 2 km and the difference in time to transit this distance is negligible between either 80, 60 or 50km. Several submitters highlighted the Packhouse Markets on Kerikeri Road, where temporary speed limits are used to manage traffic during the weekend. Some submitters opposed the reduction of the speed limit, seeking it to be retained at 80kph, with one submitter stating that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit". A concern was raised that the time to get anywhere will balloon. One submitter questioned when was the last fatality on Kerikeri Rd within the 80km/h area?	**Journey times -** The total length of this section of Kerikeri Road is 2.3km. Assuming that the full speed limit is driven for the entire distance, the journey times are as follows: • At 50kph 2min 46sec • At 60kph 2min 18sec • At 80kph 1min 44sec The Mean Operating speed (average speed driven) is 67kph, which equates to an average journey time of 2min 04 sec. The difference in average journey time for either 50kph or 60kph speed limit is measured in seconds and considered insignificant. If a 50kph speed limit were extended to this part of Kerikeri Road, it would need to encompass the entire area from SH10 to Greenway Drive to meet legal distance standards (speed limit standards would not allow this section to be split into a 50kph and 60kph zone). It is recognised that this section of Kerikeri Road is busy and has numerous retail businesses located on it, including the Packhouse Markets. A 50kph speed limit is therefore considered appropriate.	50

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50	Speed limits on Kerikeri Road should not change.	The speed limit is not proposed to change. Speed limit is appropriate.	50
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	Speed limits on Kerikeri Road should not change. Should be completely car free between New World and Hobson Avenue.	The speed limit is not proposed to change. Speed limit is appropriate. Creating car-free zones is beyond the scope of the speed limit review.	30
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50	Speed limits on Kerikeri Road should not change.	The speed limit is not proposed to change. Speed limit is appropriate.	50
Kerikeri Road from Heritage Bypass roundabout to end	50	40	One submitter stated that the town has way too high limits on speed for road safety. Another submitter stated that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit". Speed limits on Kerikeri Road should not change.	The road environment changes at the round-a-bout into a narrower carriageway and residential land use. Kerikeri Road is not an arterial route at this point. 40kph is consistent with other similar urban roads.	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from Cobham Rd to 300m past Hoults Way	50/80	50	Several submitters supported a 50kph speed limit. In most cases, submitters stated that the current speed limit is too fast and makes accessing subdivision developments, for example, Inlet Estate, difficult and dangerous. One submitter highlighted that cars are already speeding by the time they go over Cobham bridge, extending the 50km zone may mean they keep to the speed limit for longer rather than speeding up going around the corners making the intersection dangerous with the increased development. Some submitters noted that they have witnessed many near misses along this stretch of Kerikeri Inlet Road. One submitter felt that the current speed limit down Kerikeri Inlet Road is entirely safe.	There is significant support by local residents to extend the 50kph speed limit as proposed. Over time, residential land use has increased along this section of Kerikeri Inlet Road. Speed limit appropriate.	50

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from 300m past Hoults Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	Some submitters opposed a 60kph speed limit, stating that the current speed limits down Kerikeri Inlet Road are entirely safe. The submitter stated that just because one cannot travel at the current speed limit in some places, is no reason to lower the speed limit. Another submitter stated that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit". Another submitter stated that it would be more appropriate to widen the road to allow traffic to safely pass the many cyclists using that narrow road. Dangerous manoeuvres are made because there is nowhere to safely pass slow traffic (cars towing boats etc) for the whole length of Inlet Rd. That is what causes frustration. The 2 one-way bridges are too narrow and are no longer suitable for the increased traffic to the new public boat ramp, and for larger vehicles. One submitter suggested a 70kph speed limit. Several submitters supported a 60kph speed limit. In most cases, submitters stated that the current speed limit is too fast and makes accessing subdivision developments difficult and dangerous. Submitters noted that this area has seen significant residential development over the recent past, so there is considerably more traffic pulling out onto and off inlet road, as well as pedestrian traffic. It makes sense that this stretch of road has its speed limit reduced.	Over time, residential land use has increased along this section of Kerikeri Inlet Road and a speed limit that is more appropriate for a rural residential zone is appropriate. There is no current budget or plan in place to widen the road (refer Section 4.2). Even if the road were to be widened, the density of residential development would lead to a 60kph speed limit. Speed limit appropriate.	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to Edmonds Road.	100	80	One submitter opposed the speed limit reduction; stating that the current speed limits down Kerikeri Inlet Road are entirely safe. The submitter stated that just because one cannot travel at 100kph in some places, is no reason to lower the speed limit to 80kph. Other submitters supported a lower speed limit, with one submitter noting that Inlet Road, near the corner of Reinga Rd / Heron Hill is the site of numerous accidents, I therefore wonder if changing the speed for the whole inlet road is needed?	There is a distinct change in the road environment near the one lane bridge (313 Kerikeri Inlet Road) from a rural residential area to a more rural, low-density area. An 80kph speed limit reflects this change in the road environment.	80
Kerikeri Inlet Road from Edmonds Road.to end	100	80	Refer Section 3.4.6 (Submitter John Loggie)	The road environment changes significantly at Edmonds Road to a narrow, unsealed road. A lower speed limit is therefore appropriate. Refer Section 3.4.6	40
Kilountain Place	50	40	No feedback received	Proposed speed limit appropriate	40
King Street	50	40	No feedback received	Proposed speed limit appropriate	40
Kings Road	50	40	No feedback received	Proposed speed limit appropriate	40
Kingfisher Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Kotare Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Kotuku Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kowhai Crescent (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Kurapari Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lanark Road (School Zone)	50	30	One submitter supported reducing speed limits around the town centres and schools. Refer Section 5.	Refer Section 5	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Landing Road (Kerikeri)	50	40	Submitters opposing a 40kph speed limit stated that it is perfectly safe to drive on the road at 50kph. The main issue is that not many people obey the current speed limit and there needs to be better enforcement. Some submitters felt that reducing the speed limit would not achieve anything. Some submitters suggested the creation of speed bumps or other infrastructure to lower speeds on the road. Two submitters stated that parts of Landing Road meet the criteria for a Category 1 school and should be 30kph, with a 20kph speed limit on the bridge.	A 40kph speed limit is consistent with other similar urban residential roads. The school is located on Riverview Road, and a 30kph school speed zone is being implemented on both Riverview Road and Kendall Road.	40
Leacock Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lewer Street	100	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Limelight Lane	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Lyon Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Lyon Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Macmurray Road	50	40	No feedback received	Proposed speed limit appropriate	40
Mahinepua Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mako Lane (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Maraenui Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Marsden Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Martha Clarke Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Martin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Masonic Lane	30	30	No feedback received	Proposed speed limit appropriate	30
Matangirau School Road	100	40	No feedback received	Proposed speed limit appropriate	40
Matau Place	50	40	No feedback received	Proposed speed limit appropriate	40
Matauri Bay Road	100	80	One submitter opposed the proposed speed limit stating that most of the road can easily support the current speed limits and driver education should be focused on.	.80kph is consistent with other similar sealed roads.	80

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60	No feedback received.	Although no specific feedback was received, an additional assessment by a Road safety Engineer was undertaken. As part of that assessment, the Road safety engineer noted that they struggled to reach speeds beyond 40kph due to the road's winding nature. A speed limit of 40kph through this section of road would be appropriate and consistent with the end of this road which is proposed at 40pkh.	60
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	40	No feedback received	Proposed speed limit appropriate	40
Matauri Link Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mawson Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Mccaughan Road	100	60	No feedback received	Proposed speed limit appropriate	60
McDonalds Road (Oromahoe)	100	60	No feedback received	Proposed speed limit appropriate	60
Mcgee Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mcintyres Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mckenzie Road (Pureua)	100	60	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Mckenzie Road (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Mill Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Mission Road (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Mooring Close	50	40	No feedback received	Proposed speed limit appropriate	40
Nautical Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ngahuhu Road	100	60	No feedback received	Proposed speed limit appropriate	60
Norfolk Place	50	40	No feedback received	Proposed speed limit appropriate	40
Oakridge Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ohakiri Way	100	60	No feedback received	Proposed speed limit appropriate	60
Oihi Road	100	60	One submitter in support stated that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100 kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Okura Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Old Church Rd Service Lane	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Old Church Road (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Old Hospital Road	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Opito Bay Road to 407 Opito Bay Rd	100	80	Refer section 6	Refer section 6	60
Opito Bay Road from 407 Opito Bay Rd to end	100	40	Refer section 6	Refer section 6	40
Orangewood Road	100	60	No feedback received	Proposed speed limit appropriate	60
Orchard Road (Haruru Falls)	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Orchard Road (Kapiro)	100	80	Submitters sought a lower 60kph speed limit on Orchard Road. Submitters highlighted that Orchard Road is very busy with traffic and pedestrians that work the orchards. The Seeka site office is located on Orchard Rd which services orchards for the entire Kerikeri area. This regional office includes employee offices, lunch etc. facilities and machinery laydown/storage/base. There is a significant volume of employee cars and orchard service and maintenance machinery accessing the site office. The length of Orchard Road is utilized as a common walking route for Orchard Road residents the wider Stanners Road community (frequently including horses). Orchard Road has limited shoulders and no centre markings. Submitters also noted that Orchard Road is a lower quality road than other surrounding 80kph roads.	Orchard Road is a narrow, short road that has no center line markings. The road is significantly lower in quality than the adjoining Stanners Road. The Technical Report notes that the carriageway on Orchard Road supports a 60kph speed limit. However, the recommended speed limit did not take account of the higher pedestrian and other use of the Road.	60
Oripiro Road	50	40	No feedback received	Proposed speed limit appropriate	40
Oromahoe Road	100	60	I think the speed limit reductions should only apply where it is clear the current limit is unsafe – eg. Oromahoe Rd	Submitter supports proposed speed limit. Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Osbourne Road	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph.	30
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Ota Point Road from 100m before 103 Ota Point Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Otaha Road	100	60	Submitter supports the proposed speed limit noting that the road surface and width is not great for unskilled drivers. Submitters also noted that a lower the speed limit is a great idea for road safety however who is going to enforce the speed limit?	Submitter supports proposed speed limit. Proposed speed limit appropriate	60
Pa Road	50	40	No feedback received	Proposed speed limit appropriate	40
Paretu Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Pathways Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Peacock Garden Drive	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Penney Street (Opua)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph.	30
Pickmere Lane	50	40	One submitter opposed the proposed speed limit, stating that 50kph is an acceptable speed for all our local roads	40kph is consistent with other urban roads in Kerikeri and national guidance.	40
Pinehill Road	100	60	No feedback received	Proposed speed limit appropriate	60
Point Veronica Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Point Veronica Drive Extension	50	40	No feedback received	Proposed speed limit appropriate	40
Porters Access Road	100	40	No feedback received	Proposed speed limit appropriate	40
Porters Access Road Extension	100	40	No feedback received	Proposed speed limit appropriate	40
Pounamu Place	50	40	No feedback received	Proposed speed limit appropriate	40
Puketiro Place	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Purerua Road from Kapiro Road to 110m before Te Tii Rd	100	80	Submitters support the speed reductions in general but expressed concern about the 80kph on Purerua Road. The submitter stated that 80kph is insufficient to protect endangered kiwi at night. Many kiwi are killed in this protected area on the road and they are difficult to see at night. Submitters suggested: • A variable speed limit of 80kph/daylight, 60kph darkness, or • General speed limit of 60kph • Rumble strips across the road next to warning illuminated signs approx. every 500m or especially at special areas. • Widening the mowing width of berms along the roads to improve visibility of approaching kiwi (this would actually also improve safety of pedestrians.	The Setting of Speed Limit Rule 2022 and Land Transport Act 1998 does not allow for a speed limit to be set solely for the protection of a bird species, although that can be an outcome of a speed reduction. A day/night variable speed limit is not provided for in the Setting of Speed Limits Rule 2022. This speed limit review does extend to non-speed related infrastructure. Rumble strips, Kiwi warning signage and mowing strips are beyond the immediate scope of the Speed Limit review but can be recommended as a consideration for Council. These solutions can also be pursued through the FNDC Annual planning process. Considering all the matters that are required, an 80kph speed limit on this section of Purerua Road is appropriate.	80
Purerua Road from 110m before Te Tii Rd to end	100	60	One submitter noted that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.	Submitter supports proposed speed limit. Proposed speed limit appropriate.	60
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	Variable 30	Refer section 5	Refer Section 5	Variable 30
Quinces Landing	100	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rainbow Falls Road	50	40	Submitter noted that Rainbow Falls Road is a very busy pedestrian area. Rainbow Falls Road can be very busy, particularly in holiday periods with increased visitor numbers to Rainbow Falls and people staying at the NZ Motor Caravan Association Park. The expansion of Quail Ridge will also increase the volume of traffic at the Rainbow Falls-Waipapa Road intersection.	40kph is consistent with other urban roads in small communities. The submitter supports proposed speed limit. Proposed speed limit appropriate	40
Rangihoua Road	100	60	One submitter noted that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.	Submitter supports proposed speed limit. Proposed speed limit appropriate.	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	80	Submitters support the speed reductions in general but expressed concern about the 80kph on Purerua Road. The submitter stated that 80kph is insufficient to protect endangered kiwi at night. Many kiwi are killed in this protected area on the road and they are difficult to see at night. Submitters suggested: • A variable speed limit of 80kph/daylight, 60kph darkness, or • General speed limit of 60kph • Rumble strips across the road next to warning illuminated signs approx. every 500m or especially at special areas. Widening the mowing width of berms along the roads to improve visibility of approaching kiwi (this would actually also improve safety of pedestrians. Another submitter stated that, while the roads are sealed, there are many tight corners and an ever-increasing residential population. The road is used by many people to walk or ride bikes and most importantly to the locals who live out here, the kiwis need to be protected. It is an area of great kiwi significance with a well-protected burgeoning kiwi population. Much of the traffic that uses this road, do so to access the boat ramps which means we have vehicles towing boats trying to do the allowed 100kph which is dangerous. I support dropping the speed limits as proposed but would prefer a further reduction to 60kph.	The Setting of Speed Limit Rule 2022 and Land Transport Act 1998 does not allow for a speed limit to be set solely for the protection of a bird species, although that can be an outcome of a speed reduction. A day/night variable speed limit is not provided for in the Setting of Speed Limits Rule 2022. This speed limit review does extend to non-speed related infrastructure. Rumble strips, Kiwi warning signage and mowing strips are beyond the immediate scope of the Speed Limit review but can be recommended as a consideration for Council. These solutions can also be pursued through the FNDC Annual planning process. An assessment of this section of Rangitane Road indicates that its winding nature and narrow carriageway supports a 60kph speed limit. The assessed safe and appropriate speed limit is also 60kph. The Mean Operating speed of this section of road is currently 49kph.	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	60	Submitters generally supported the lower speed limit, although some sought a lower 50kph or 40kph speed limit. One submitter also suggested raised crossings at the school bus stop. Oner submitter highlighted the tight corners and the importance of protecting the Kiwi population. A submitter also stated that much of the traffic that uses this road, do so to access the boat ramps which means we have vehicles towing boats trying to do the allowed 100kph.	Submitters are generally supportive of a 60kph speed limit. 60kph is consistent with other similar adjacent roads. The assessed Safe and Appropriate speed is 60jph. Proposed speed limit appropriate.	60
Rangitane Loop Road	50	40	Submitters supported a lower speed limit on Rangitane Loop Road, with one submitter suggesting the 40kph speed limit begin at 226 Rangitane Road as is a corner with poor visibility and there is a school bus stop at 1 Rangitane loop Road. One submitter suggested a raised crossing at the school bus stops would be a good starting point.	The 40kph speed limit threshold coincides with the current 100kph/50kph boundary. The slower 60kph speed limit on the approach is expected to lead to better compliance and slower speeds on the approach to Rangitane Loop Road.	40
Ranui Avenue	50	40	One submitter questioned the need to lower the speed limit when there has been no fatality.	A 40kph speed limit in urban areas is intended to provide a safe environment for all road users.	40
Rarere Terrace	50	40	No feedback received	Proposed speed limit appropriate	40
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	80	Refer section 6	Refer section 6	80
Redcliffs Road from Rangitane Rd to end	100	60	Refer section 6	Refer section 6	60
Reinga Road	50	40	No feedback received	Proposed speed limit appropriate	40
Retreat Road	100	60	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Richardson Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Richardson Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Riddell Road	50	40	No feedback received	Proposed speed limit appropriate	40
Rigden Road	100	60	No feedback received	Proposed speed limit appropriate	60
River Drive Road	100	60	One submitter was concerned that this road may not be included in the review, and that it should be less than 80kph.	Submitter supports a slower speed limit. Proposed speed limit appropriate.	60
Riverbank Drive - Through Road	50	40	No feedback received	Proposed speed limit appropriate	40
Riverglen Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Riverstone Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Riverview Road from Landing Rd to 20 Riverview Rd	50	40	Submitters stated that this is a very busy pedestrian area and many roads/streets have no footpaths. Another submitter stated that the entire road should be a School Zone. Landing Road, Riverview Road and probably Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	It is appropriate that the full length of Riverview Road is included within the Category 1 School Zone. Refer Section 5.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Riverview Road from 45 Riverview Rd to end	50	40	Submitters stated that this is a very busy pedestrian area and many roads/streets have no footpaths. Another submitter stated that the entire road should be a School Zone. Landing Road, Riverview Road and probably Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	It is appropriate that the full length of Riverview Road is included within the Category 1 School Zone. Refer Section 5.	30
Riwhi Way	50	30	No feedback received	Proposed speed limit appropriate	30
Rosella Road	50	40	No feedback received	Proposed speed limit appropriate	40
Rowsell Lane	100	40	No feedback received	Proposed speed limit appropriate	40
Ruato Road	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Sammaree Place	50	40	No feedback received	Proposed speed limit appropriate	40
School Road from Marsden Road to Joyces Rd	50	30	Refer section 5	Refer section 5	30
School Road from Joyces Rd to end	50	40	No feedback received	Proposed speed limit appropriate	40
Scoresby Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Scoresby Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Seaview Heights Road	50	30	No feedback received	Proposed speed limit appropriate	30
Selwyn Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Selwyn Road (Paihia)	50	30	No feedback received	Proposed speed limit appropriate	30
Selwyn Road Service Lane	50	20	No feedback received	Proposed speed limit appropriate	20
Shepherd Road (Kerikeri)	50	40	One submitter highlighted that Kerikeri now has several speed limit zones. This may cause confusion for drivers. The submitter stated that a 40kph speed limit does not provide a significant safety benefit, so 50kph should be retained.	40kph is consistent for most urban roads and is consistent with national guidance. A lower 40kph speed limit provides safety benefits for cyclists and pedestrians who utilise the road environment in the urban setting.	40
Silkwood Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Sir George Back Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Sir George Back Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Skippers Close (Watea)	50	40	No feedback received	Proposed speed limit appropriate	40
Skudders Beach Road	50	40	No feedback received	Proposed speed limit appropriate	40
Smeath Road (Hupara)	100	60	No feedback received	Proposed speed limit appropriate	60
Smith Camp Road	80	30	No feedback received	Proposed speed limit appropriate	30
St Andrews Place	50	40	No feedback received	Proposed speed limit appropriate	40
Stella Drive (East)	50	40	No feedback received	Proposed speed limit appropriate	40
Stella Drive (West)	50	40	No feedback received	Proposed speed limit appropriate	40
Somerville Road	100	60	No feedback received	Proposed speed limit appropriate	60
Spinnaker Point	50	40	No feedback received	Proposed speed limit appropriate	40
Spoonbill Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Stanners Road from SH10 to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80
Stanners Road from end of seal to end	100	60	No feedback received	Proposed speed limit appropriate	60
Sullivans Road	50	30	No feedback received	Proposed speed limit appropriate	30
Tahuna Road (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Takou Bay Road from SH10 to Otaha Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Takou Bay Road Otaha Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Tanikaha Lane	100	80	No feedback received	Proposed speed limit appropriate	80
Taraire Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tareha Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tarutaru Lane (School Zone)	50	30	Refer section 5	Refer section 5	30
Tasman Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tau Henare Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Taumata Close	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	40	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	The 40kph speed limit coincides with a distinctive change in the road environment to an urban coast environment where there is a higher number of pedestrians.	40
Tauranga Bay Beach Road from 20m before campground to end	50	30	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	The 30kph speed limit is located within the shared space area that incorporates car parking and reserve areas.	30
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	Tauranga Bay Road is accessed off Wainui Road. The intersection marks the start of the tortuous section of Wainui Road (between Tauranga Bay Road and Matauri Bay) where it is recommended that the speed limit be 60kph. Tauranga Bay Road, although sealed, is narrower than Wainui Road. To maintain consistency with Wainui Road, a 60kph speed limit is appropriate. The Safe and Appropriate speed for this road is 60kph.	60
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	40	The gravel part at the end of Tauranga Bay Road should be 30kph, since it is frequented by children throughout the summer.	This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. 40kph is consistent with narrower unsealed roads.	40
Te Haumi Drive	50	40	One submitter stated that the speed limit needs to be slower as children live here. The street too wide and inviting for speeding, a speed bump would be best	Consistent with similar urban roads and streets. Proposed speed limit appropriate.	40
Te Kahu Street	50	40	No feedback received	Proposed speed limit appropriate	40
Te Karuwha Parade from SH11 to Bridge	50	40	No feedback received	Proposed speed limit appropriate	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	No feedback received	Proposed speed limit appropriate	30
Te Karuwha Parade	50	30	No feedback received	Proposed speed limit appropriate	30
Te Kemara Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Te Kowhai Point Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Ra Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Tapui Road	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	One submitter noted that loose gravel road and speed limit is 100km all the way to the village. If it wasn't for the bus company to drop and pick up our tamariki from down at the village our tamariki (From all three schools) would have to walk to and from the Bay Academy school. There is no safe footpath or track for our tamariki or elderly.	Consistent with proposed speed limits on similar unsealed roads. It should be noted that a Variable School speed Zone has been applied near Bay Academy School.	60
Te Tii Road from Te Tii Rd Extension to end	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60/30	Refer section 5	Refer Section 5	Variable 30
Te Tii Road Extension	100	40	No feedback received	Proposed speed limit appropriate	40
Tepene Tablelands Road	100	60	No feedback received	Proposed speed limit appropriate	60
The Anchorage	50	40	No feedback received	Proposed speed limit appropriate	40
The Anchorage East	50	40	No feedback received	Proposed speed limit appropriate	40
The Lookout	50	40	No feedback received	Proposed speed limit appropriate	40
The Ridge	50	40	One submitter stated that this road is fine at 50kph. One submitter stated that no evidence has been given to justify a lower speed limit. Another submitter suggested that the condition of the roads mean that lower speed limits are necessary.	A full Technical Report, providing background information and evidence was produced to support this speed limit review. The Technical Report was made available on Council's website and was referred to in the Statement of Proposal.	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Thompsons Access	100	60	No feedback received	Proposed speed limit appropriate	60
Tikorangi Road	100	40	No feedback received	Proposed speed limit appropriate	40
Tohitapu Road	50	40	No feedback received	Proposed speed limit appropriate	**40**
Totara Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Tuatahi Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tui Place (Kerikeri)	50	40	No specific feedback receivedRefer Section 5	A 30kph speed limit on Tui Place (a short no exit road located off Kendall Road) is a consequential amendment arising from Kendall Road forming part of the Riverview School Zone. Refer Section 5	30
Tui Glen Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tui Grove (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Urutawa Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Veronica Street	50	30	No feedback received	Proposed speed limit appropriate	30
Waikoura Road	100	60	One submitter stated that the road needs to be fixed instead of dropping the speed limit. A lower speed limit would lead to more poor driver behaviour due to frustration.	Consistent with proposed speed limits on other similar unsealed roads. Proposed Speed limit appropriate.	60
Waimangaro Road	100	60	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	Several submitters opposed 60kph, stating that the road can easily support the current 100kph speed limits and that the focus should be on driver education and improving the road quality. One submitter noted that there are many bends and dangerous curves on the road and speed limits are too high. This is evidenced by the number of crashed cars we see on our regular trips north to Tauranga Bay.	A 60kph speed limit is appropriate from Matauri Bay to Tauranga Bay Road, primarily due to the tortuous nature of the road. Speeds higher than 60kph can only be safely achieved on very short sections of this road. The exception is through Te Ngaere Bay where there is a small coastal settlement and residents access the beach by crossing the road.	60
Wainui Road from 50kph boundary SE of One Lane Bridge at Te Ngaere Bay to current 50kph/100kph boundary	50	60	The road all the way in front of the reserve from each corner of the beach should be lower speed limit but will not be adhered to unless some form of speed bumps may make this safer for beach goers.	Te Ngaere Bay was proposed as 60kph (in error). The current speed limit is 50kph. There is an Urupa and a Marae at the southeast end of Te Ngaere Bay. The area is a typical Northland coastal settlement where beach access requires crossing the road from the houses and is a stopping place. A 30kph speed limit reflects the beach access across the road, location of the marae and urupa is appropriate. Consistent with Rihi Way.	30

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wainui Road from Tauranga Bay Rd to Whangaroa	100	80	Some submitters noted that there are many bends and dangerous curves on the road and speed limits are too high. This is evidenced by the number of crashed cars we see on our regular trips north to Tauranga Bay. Other submitters who supported a lower speed limit stated that drivers cut the corner all the time at the beginning of Wainui Road (Whangaroa Road intersection end) and scream up the hill further on, making it extremely dangerous for us trying to get out of our driveways. One submitter requested a speed limit of 50kph from Whangaroa Road to Ota Point Road.	The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads. A 50kph speed limit from Whangaroa Road to Ota Point Road would not be consistent with the rural road environment.	80
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60/30	Refer Section 5	Refer Section 5	Variable 30
Wainui Valley Road	100	60	One submitter stated that the speed limit doesn't need to be dropped and should be fixed instead as a lower speed limit will lead to poor driver behaviour through frustration.	Consistent with proposed speed limits on similar unsealed roads.	60
Waipapa Road from SH10 for a distance of 90m	70	60	Refer section 6	Refer section 6	60
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	60 / 30	Refer section 5	Refer section 5	Variable 30
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road from 20m west of Edkins Rd to end	50	40	Refer section 6	Refer section 6	40
Waipapa Landing Place	50	40	No feedback received	Proposed speed limit appropriate	40
Waipapa Road from SH10 to 50m before Landing Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road 50m before Landing Rd to Roundabout	50	40	Refer section 6	Refer section 6	40

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Waipapa/Landing Road Rab	50	40	No feedback received	Proposed speed limit appropriate	40
Wairangi Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitapu Creek Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitotara Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Wakelin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waterview Place	50	40	No feedback received	Proposed speed limit appropriate	40
Wendywood Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Wentworth Terrace	50	40	No feedback received	Proposed speed limit appropriate	40
Whangae Road	100	60	No feedback received	Proposed speed limit appropriate	60
Whangaroa Road from SH10 to Wainui Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 50kph be extended from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (approximately 50m west of Kent Street).	50

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	40	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 30kph be implemented from RP5311 (approximately 50m west of Kent Street) to the end of Whangaroa Road. This provides less speed limit changes over a relatively short distance and consistency of speed limits throughout the Whangaroa community.	30
Whangaroa Road from 100m south of Old Church Rd to end	50	30	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 30kph be implemented from RP5311 (approximately 50m west of Kent Street) to the end of Whangaroa Road. This provides less speed limit changes over a relatively short distance and consistency of speed limits throughout the Whangaroa community.	30
Wharau Road from Quines Landing to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wharau Road unsealed section	100	60	No feedback received	Proposed speed limit appropriate	60
Wharengaere Road	100	60	No feedback received	Proposed speed limit appropriate	60
Wharf Road (Haruru Falls)	50	40	No feedback received	Proposed speed limit appropriate	40
Williams Road	50	30	No feedback received	Proposed speed limit appropriate	30
Wilson Road	50	40	No feedback received	Proposed speed limit appropriate	40
Woodley Place	50	40	No feedback received	Proposed speed limit appropriate	40
Yacht Drive (Opito Bay)	100	40	No feedback received	Proposed speed limit appropriate	40
Yorke Road	50	40	No feedback received	Proposed speed limit appropriate	40
Yorke Road (East)	50	40	No feedback received	Proposed speed limit appropriate	40

Appendix 1: Full submission of the Automobile Association

! Submission on Far North District Council's STATEMENT OF PROPOSAL:

Speed Limits Review for Kerikeri and Bay of Islands.

From: Northland District Council of the NZ Automobile Association

INTRODUCTION

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA policy team.

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Bay of Islands and Kerikeri catchment area.

In this submission, we shall offer general comments on speed limit changes and then offer specific comments on some of the proposed changes.

We acknowledge the requirements and duties of RCAs as set out in the Land Transport Rule: Setting of Speed Limits 2022 ('the Speed Limit Rule 2022').

Please note that we wish to speak in support of our submission at a hearing.

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

Range of Tools

1.1. The review document states: "There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used." However, lowered speed limits on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.

1.2. We support measures to lower the road toll by the adoption of safe and appropriate speeds that "ensure that people and goods can move around the road network efficiently", but these adopted speeds should be combined with engineering improvements, police enforcement and improved

driving skills. We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways.

Targeted Speed Limit Changes

1.3. AA policy is that we support focusing on the highest risk roads - the top 10% - and also on engineering up where appropriate in order to maintain their function (e.g. arterial roads).

1.4. We acknowledge that lower speeds in general result in fewer crashes of less severity, but lower speed limits may not have a great effect on the incidence of crashes caused by inappropriate speeds for the conditions rather than exceeding speed limits, such as loss of control on bends. We note that crash reports that identify "speed as a factor" do not differentiate between excessive speed for the conditions and exceeding posted speed limits.

1.5. The Road to Zero Strategy notes: "Modelling suggests that just over half the target [of 40% reduction in DSIs over 12 years] could be achieved through a combination of infrastructure improvements (such as median barriers and intersection treatments), targeted speed limit changes on the highest risk parts of the network, and increased levels of enforcement (both by safety cameras and by Police officers)." We fail to understand how the proposed blanket lowering of speed limits from 50 to 40 in urban streets rated as Low Personal & Collective Risk – hardly the "highest risk parts of the network" - will reflect and significantly contribute to this strategic goal.

Drivers' Responsibilities

1.6. Motorists have a responsibility to drive to the conditions, to 'read' the road, and to slow down and respect advisory speed signs on bends. The RCA has a responsibility to install appropriate roadside safety barriers such as w.r.b.'s or W-beam guard rails at high-risk locations. These measures won't necessarily reduce the incidence of crashes but will reduce their severity.

1.7. There is a need for drivers to not grossly exceed speed limits, to avoid being distracted and to drive to the conditions. Lowering speed limits will not change reckless disregard for posted speed limits or failure to drive to the conditions. (We note that when a speed survey at Parua Bay was undertaken in response to residents' concerns about speed, it was found that at the Community Hall – 400 metres within the 50 kph boundary – the median speed was 59.6 kph, 47.9% of drivers were more than 10 kph over the limit, and the maximum speed was 143 kph. The problem was not with the speed limit but with non-compliance and non-enforcement.) We believe that enforcement of current speed limits would, in many instances, address a community's concerns about speeding drivers.

1.8. Messages need to be conveyed about the risk of driver distraction which is increasingly being recognised as an under-reported cause of many crashes.

Understanding and Acceptance

1.9. Any 'new' speed limits need to be fully and properly signposted and marked. Even though there may be a significant cost involved in installing adequate signage, it is essential from the

motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of compliance. Two thirds of AA Members in surveys say they have recently had an experience of not knowing what the speed limit was on a stretch of road. If people are travelling on familiar roads that they have used for a long time, simply changing one sign on the side of the road may not be noticed, and this will completely undermine the intended outcome. The use of repeater signs and roundels on the road (as acknowledged in the Technical Report) will be very important for awareness and compliance.

1.10. There needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage in order to achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.

1.11. To summarise the general principles of our submissions on speed limit reviews: position:

(i) Speed limits should be fair, consistent, predictable, credible and based on evidence that they are both safe and appropriate;

(ii) Speed limits will be most effective when they make sense to most people and will get good compliance without the need for heavy enforcement

(iii) People and communities who are affected by speed limit changes should be given ample opportunity to have a say on proposed changes to speed limits, and their views should be taken into account by the decision makers

(iv) In general, we support 80 kph for non-State Highway sealed roads.

(v) We support 60 kph on unsealed roads.

(vi) We support a consistent speed limit of 50 kph through built-up areas such as the approaches to Kerikeri. We acknowledge that areas such as the Paihia and Kerikeri CBDs are special cases that warrant a 30 kph limit.

(vii) We support standardisation of speed limits so that drivers have a reasonable expectation of what the current speed limit will be. Too many speed limit changes over short distances will result in confused motorists.

(viii) Adequate signage, including road markings, is essential.

(ix) With some exceptions, we do not support the blanket lowering of speed limits from 50 to 40 or 30 on urban streets with Low Personal & Collective Risks which do not feature a high number of pedestrians, cyclists, etc., especially where there are footpaths provided. Roads should be seen as being primarily for vehicle access, not as recreational areas.

(x) We support VSLs around schools as opposed to permanent low speeds. We advocate for the retention of existing 40 VSLs around schools in urban areas. Existing 40 VSLs appear to be functioning well. These should be reviewed after 12 months in consultation with schools.

(xi) It must be emphasised that a speed limit is not a target – motorists must always drive to the conditions. This must take precedence over attempts to 'micro-manage' speed limits by way of frequent changes as road conditions change.

(xii) Road maintenance and safety upgrades are as important as lowered speed limits. Lowered speed limits should not be a substitute for essential road maintenance (such as maintaining skid resistance with an appropriate re-seal programme) and safety measures.

(xiii) It needs to be acknowledged that high risk drivers will always ignore speed limits. We advocate for greater enforcement to detect and penalise high-risk drivers. In general, 50% of fatal crashes are caused by high-risk drivers which include drivers exceeding the posted speed limit by more than 20 kph.

(xiv) kiwiRAP data and CAS maps showing crash rates should be taken into account but it should be noted where safety upgrades which would influence historical crash rates have been made.

(xv) There is a major disconnect between Personal Risk, Collective Risk and Infrastructure Risk. The latter is a theoretical 'desktop' consideration whereas the first two are based on actual reported data. Many roads under review have a theoretical High Infrastructure Risk but Low Personal and Collective Risks. Reported Infrastructure Risk may be considered but should not be used to determine speed limits, it is suggested.

2. FUNCTIONS AND SPEED LIMITS OF RESIDENTIAL ROADS: REVIEW OF ONRC, ONF and IFTAD, 2018.

2.1 Under the ONRC, rural and urban residential streets are variously classified as 'Secondary collectors', 'Access roads' or 'Access roads (low volume)'. These classifications appropriately describe the primary functions of residential streets which are to provide a means of vehicle access from people's homes to places of work, shops, pleasure, etc. Typical speed limits are shown as 30-50 kph, with 30 only relevant where there are a high number of active road users viz. "Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network."

2.2 The One Network Framework (ONF) now describes residential streets in the following terms:

"Local streets provide quiet and safe residential access for all ages and abilities and foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and they facilitate local community access.
"There are low levels of on-street activity and movement by people walking, cycling and driving.
"Local streets are the most common and most diverse streets in urban areas. They are generally important components of walking and cycling networks and should support these transport choices for local trips."

Note that the words in bold are included in the ONF Fact Sheet but are conveniently dropped from subsequent comments. In reality, footpaths generally provide the basis of a walking network. The level of on-street activity – high or low - has a significant role in determining a safe and appropriate speed limit.

2.3 If there are "low levels of on-street activity" as in the description of Local Streets, it is difficult to reconcile this with the claim that "they [the streets] are generally important components of walking and cycling networks." This is the primary role of footpaths and shared paths.

2.4 We consider that it's the built and maintained housing environment, not the roads, that determine such factors as "Community spirit, local pride, fabric of neighbourhood". This becomes apparent when comparing neighbourhoods in which residents take pride in their properties with those that don't. The roads may be similar but the environments are radically different.

2.5 Under the ONF being developed by NZTA, we are told without justification that "All local streets have a safe and appropriate speed of 30 kph." This applies to all local streets regardless of their width, footpaths, grass berm separation of footpaths from the roadway, level of pedestrian activity, etc. At the same time, the definition acknowledges a low level of walking and cycling activity. Compare this with the ONRC statement that "30 [kph is] only relevant where there are a high number of active road users.

2.6 The International Road Safety Report IRTAD 2018 cited by NZTA notes: **"Set speed limits based on the Safe System principles.** The forces a human body can tolerate and still survive must be considered when designing the road system and setting the speed limits. Working towards a Safe System, reasonable speed limits are 30 km/h in built up areas where there is a mix of vulnerable road users and motor vehicle traffic; 50 km/h in areas with intersections and high risk of side collisions;" "The default speed limit for passenger cars in urban areas in most IRTAD countries is 50 km/h. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h." We acknowledge lower speeds around schools but see no reason why the default speed of 50 kph should not apply in general to residential Access and Secondary Collector roads which have Low Personal & Collective Risk ratings based on the current speed limit of 50 kph, and have footpaths for pedestrians and child cyclists. The excessive amount of cost involved in multiple road signs with minimal safety benefits could be more effectively applied to other road safety improvements.

2.7 There are clearly inconsistencies between ONRC, ONF and IRTAD 2018. There appears to be no valid justification for the proposed blanket lowering of speed limits on residential streets from 50 kph. We DO NOT THEREFORE SUPPORT the proposed blanket lowering of speed limits on 'Low Risk' residential streets from 50 to 40. We acknowledge that there may be specific areas where less than 50 is appropriate.

3 SPECIFIC COMMENTS ON PROPOSED CHANGES

3.1 Sealed rural roads generally. Ref Technical Report ('TR') 6.2.

3.1.1 We acknowledge that 80 kph is generally a safer and more appropriate speed limit than 100 kph for sealed rural roads in the review area. We SUPPORT all the proposed changes from 100 to 80 kph as a default speed limit.

3.1.2 We concur with the Technical Report prediction that, for these roads, "A reduction of the speed limit is expected to have significant safety outcomes," but these will be conditional upon compliance and adequate enforcement.

3.1.3 These consistent changes will give motorists some certainty as to expected speed limits. However, we do note that some sealed roads have proposed 60 or 40 kph speed limit. With ADTs as low as 30 or 50 in some instances, and Low Personal and Collective Risks, we question the potential benefits and wonder whether this amounts to 'micro-managing.'

3.2 Unsealed roads generally. Ref TR 6.1.

Many unsealed roads in this review area are narrow and winding. We recognise that 60 kph has been adopted elsewhere in Northland.

We SUPPORT the adoption of 60 kph as a general default speed limit for unsealed roads for consistency as well as safety.

3.3 Variable speed zones at schools (Ref.TR 5.7)

3.3.1 We SUPPORT variable speed zones around schools. The lower speeds will only be suited, and make sense to motorists, during periods of high demand by pedestrians and cyclists which will be limited to specific times of the day.

3.3.2 We note that the NZTA report on the initial VSL trials in Christchurch included: "The Christchurch trials showed variable speed limits in school zones are effective in reducing speeds, but have the support of drivers only if there are children present when they are operating."
Lower speed limits are only required for approximately 1 hour per school day, which amounts to 2.3% of the total hours per year. For 97.7% of the time, a permanent low speed would not make sense.

3.3.3 Consequently, we DO NOT SUPPORT the permanent low speeds proposed for Kerikeri Primary & High Schools (TR 5.7.3), Riverview School (TR 5.7.4) and One School Global Campus (TR 5.7.5).

3.3.4 We are also of the view that variable speed limits should, wherever possible, be accompanied by flashing electronic signs – particularly in rural settings, where travel speeds are likely to be higher – as such signage will help to ensure motorists are aware of the reduced speed limits and therefore assist with reducing vehicle speeds

3.3.5 We believe that existing 40 kph VSLs are effective and may be retained for the time being but any new urban (Category 1) school VSLs are required by the 'Speed Limit Rule 2022' to be set at 30

kph. Where speeding near VSL 40 schools is currently a problem, additional enforcement or an engineering solution may be required.

3.4 <u>Speed limits on urban streets. Various considerations</u>.

3.4.1 As previously noted, WE DO NOT SUPPORT a blanket default speed limit of 40 kph on urban streets for a number of reasons as discussed below. Where particular road environment conditions may be present, there may be justification for speed limits less than 50 but the posted speed limit needs to reflect the environment and make sense to drivers.

3.4.2 We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been "addressed" by the installation of 25 kph speed bumps and/or chicanes on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting of speed limits.

3.4.3 Urban streets are generally not shared spaces. Footpaths are generally available with a grass berm separating the footpath from the road. In some localities where there is no footpath and the road does tend to function as a shared space, we recognise that 30 kph may be a more appropriate speed limit.

3.4.4 Other than the generalised premise that lower speeds result in lower crash rates, there is no credible evidence presented to justify lowering speed limits from 50 to 40 on urban streets which predominantly have Low Personal/ Collective Risk ratings. These represent the crash history that RCAs must have regard to. The only justification presented is "50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance." This even applies to those roads where "The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms" as noted in the Technical Report.

3.4.5 Of the 130 roads reviewed outside the urban area which show recorded Personal and Collective Risk ratings (TR 9, Crash Risk), 104 are shown as Low/Low risk levels. A representative sample indicated that all of these Low/Low Risk roads are proposed for speed limit reductions.

3.4.6 IRTAD 2018 quoted in the Technical Report actually states: "In urban areas, where there is a mix of motorised and non-motorised road users sharing the same space, speed limits above 50 km/h are not acceptable." This is taken to imply that speed limits up to 50 are acceptable. The same report also notes that in the majority of member countries, the default speed through urban streets is 50 kph (Table 6).

3.4.7 The Technical Report notes: "The focus of speed management, whether it is speed limits or engineering treatments, is the reduction of serious harm and fatal crashes." If Personal and Collective

Risks are already Low, it is difficult to acknowledge that significant benefits other than theoretical ones, may accrue from a reduction in the speed limit.

3.4.8 Given the above, WE DO NOT SUPPORT a blanket default speed limit of 40 kph on urban streets. Where particular road environment conditions are present, we acknowledge that there may well be justification for speed limits below 50.

3.4.9 For example, in some CBDs (Paihia and Kerikeri) and small seaside settlements (Ref. TR 6.3) which are at the end of a road and have a high level of cyclist/pedestrian activity, we recognise that there is a case for 40 or 30 kph, but without enforcement, we doubt if this would have any significant effect.

3.4.10 "The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.
a. The function and use of the road
b. Crash and injury risks for all road users
c. The characteristics of the road and roadsides
d. Adjacent land use
e. The number of intersections and property accessways
f. Traffic volume
g. Any planned physical changes to the road and its infrastructure
h. The mean operating speed for the road
i. The principles and outcomes of any Government road safety strategy
j. Any other matter the Agency considers appropriate."

3.4.11 Despite the above matters as set out in the Setting of Speed Limits Rule 2022, it seems that the alleged safe speeds set out in the Speed Management Guidance 2022 (ref. Matter i above) take precedence over all other considerations. The Technical Report frequently notes: "A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance." This is in spite of the often-used statements that: "The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms." Any conclusions as to safe and appropriate seeds derived from consideration by RCAs of the factors set out above, and the value of subsequent public consultation and feedback, must be seen as questionable.

3.4.12 Authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly 'show' the alleged relationship between pedestrian fatality risk and speed and to justify the extent of proposed speed limit reductions. (See data in Appendix I).

3.5 High Benefit Roads.

3.5.1 We SUPPORT PRIORITY being given to High Benefit (top 10%) roads where better speed management will have a significant impact on lowering serious injury and fatal crashes. These are listed in TR 6 as:

• Hautapu Road • Hupara Road • Oromahoe Road • Williams Road (Pahia) • Butler Road (Kerikeri) • Kurapari Road • Redcliffs Road • Te Tii Road • Otaha Road

3.5.2 It is surprising that 4 of these 9 roads are noted as having Low Personal and Collective Risks. This seems to be inconsistent with their being deemed 'High Benefit.' Notwithstanding, we SUPPORT the proposed speed limit reductions on these roads.

3.5.3 Hautapu, Redcliffs and Te Tii (part only) Roads have slightly higher Personal and Collective Risks but are addressed in the same standard way of 80 sealed and 60 unsealed. For Redcliffs Road, a factor noted is "60kph speed limit is expected to have low compliance." We SUPPORT these proposals.

3.6 Other Roads

We note that for locations such as Whangaroa, it is stated that "The proposed 30kph speed limit is intended to provide a safer environment for residents, especially pedestrians and reflects the high number of visitors to this community." The questions need to be asked "Is the current speed limit of 50 unsafe?" "What are the current operating speeds?" "Have the local residents requested a lower speed limit?"

Any 30 or 40 kph permanent speed limits must self-explain and make sense to the motorist, otherwise, compliance could be low.

We SUPPORT the proposed 30 kph speed limits in Paihia and Kerikeri CBDs, along with seaside settlements where there is a high level of pedestrian activity, particularly in summer. These meet the criteria within the ONC, with 30 kph being appropriate where there are a high number of active road users viz. "Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network."

3.7 Crash History and Locations

3.7.1 No crash history in the review area is provided so it is not feasible to propose any safety upgrades with any certainty.

3.7.2 However, it would seem that many crashes in Northland occur at bends and intersections. This could indicate that consideration should be given to additional "SLOW" signage or similar. As previously noted, safety upgrades need to be undertaken to maximise the benefits of and reduction in posted speed limits.

3.7.3 Motorists have a responsibility to drive to the conditions, to 'read' the road, and to slow down and respect advisory speed signs on bends. The RCA has a responsibility to install appropriate

roadside safety barriers such as w.r.b.'s or W-beam guard rails on bends with a crash history. These measures won't reduce the incidence of crashes but will reduce their severity and hence DSIs.

We wish to be heard in support of our submission at a hearing.

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

APPENDIX I: UPDATED SPEED-FATALITY RISK CURVES (Mackie 2018)

The following is copied from "Speed/injury Risk Curves. Analysis of evidence and considerations for updated curves, Mackie 2018."

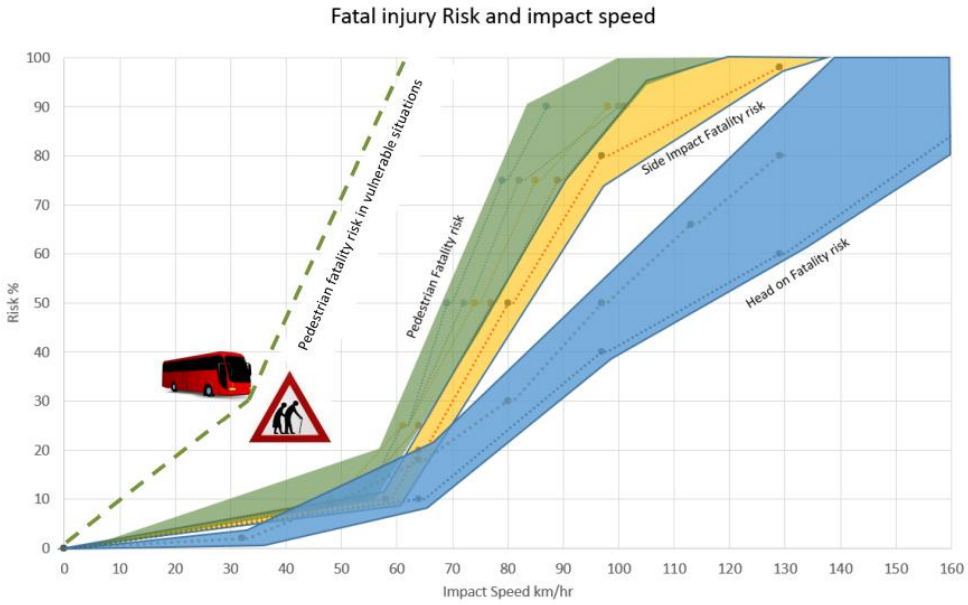
ads/2018/09/Mackie-Research-Report_Speed-vs-injury-risk.pdf

Page view | Read aloud | Add text | Draw

Revised estimated speed/injury risk curves

These diagrams (Figures 6 and 7) are intended to summarise the known data for impact speed and risk of serious and fatal injuries. It should be noted that the true variability of circumstances possible in crash situations are not represented by the curves. For example, the pedestrian fatality risk curve does not increase sharply until impact speeds reach 60 km/h, yet in New Zealand we know that pedestrians have been killed by buses at approximately 30 km/h. For this reason a dashed line has been added to show the increased level of frailty in situations where elderly people or heavy vehicles may be involved.

Figure 6. Fatality risk and impact speed potential diagram



The above evidence shows that the fatality risk for an elederly person being hiy by a bust increases significantly at speeds above 30 kph. However, for average situations, the rapid increase in fatality risk is shown to occur at speeds above about 50-55 kph.

Compare this evidence with Road to Zero claims: "our chances of survival or avoiding serious injury decrease rapidly above certain impact speeds. For a pedestrian, wheeled pedestrian, cyclist or motorcyclist hit by a car, it's around 30-40 km/h." The evidence indicates that this claim would only apply to a frail person being hit by a bus!

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Appendix 2: Recommended Speed Limit Maps

Note: The Speed Limit Maps contained within this Appendix are indicative only. Once Council confirms that recommended speed limits in this Report, the attached maps (along with any amendments) will be uploaded into the National Speed Limit Register (NSLR). The NSLR contains all current legal speed limits.

Amendments to the maps in this Appendix may occur for a range of reasons. Including:

- Decisions by Council on recommended speed limits
- As a result of identifying the optimal position of new signage and the accuracy required by the Setting of Speed Limits Rule 2022,
- Any minor corrections

Maps included in this Appendix are:

Urban Maps

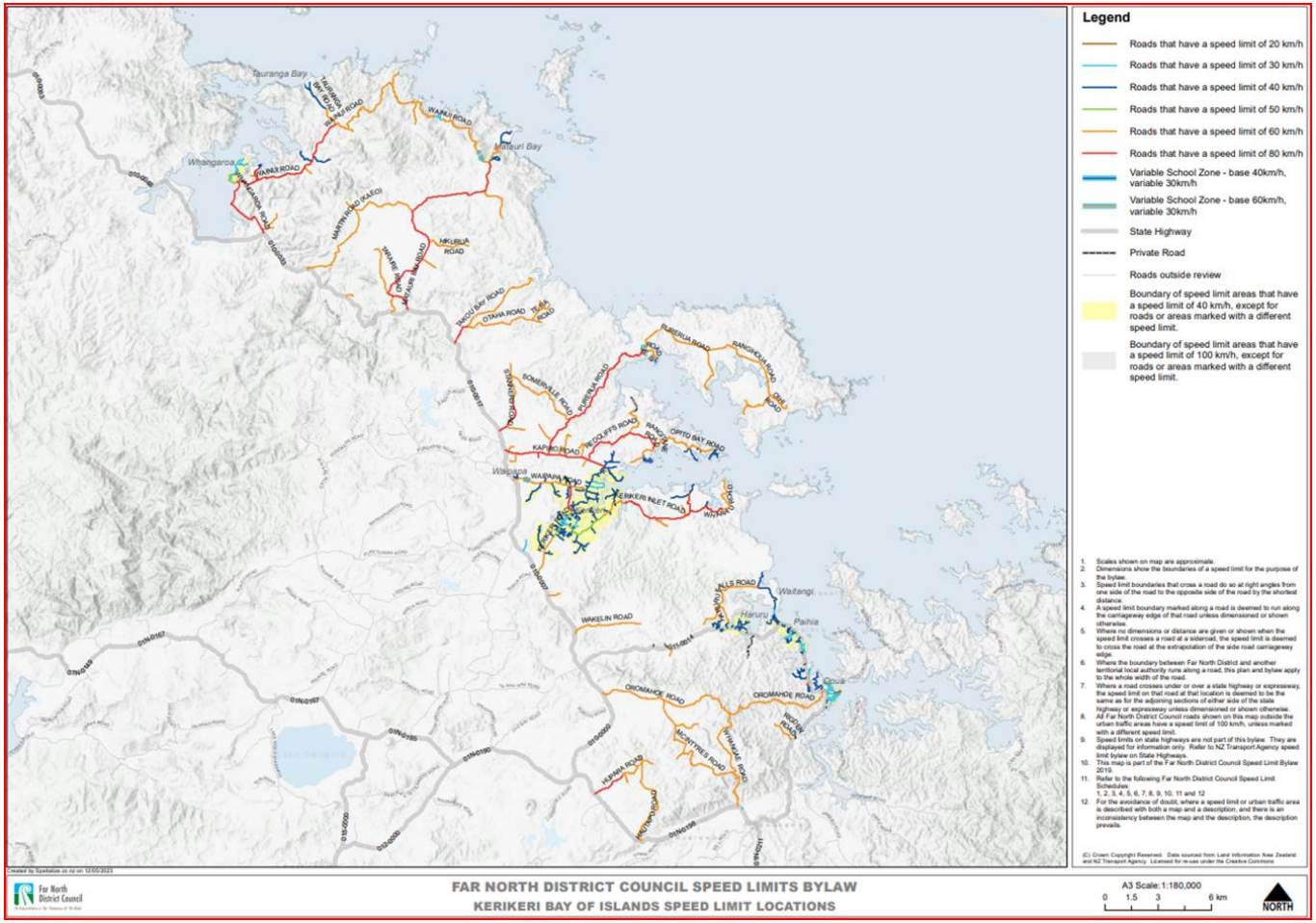
- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

Schools

- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

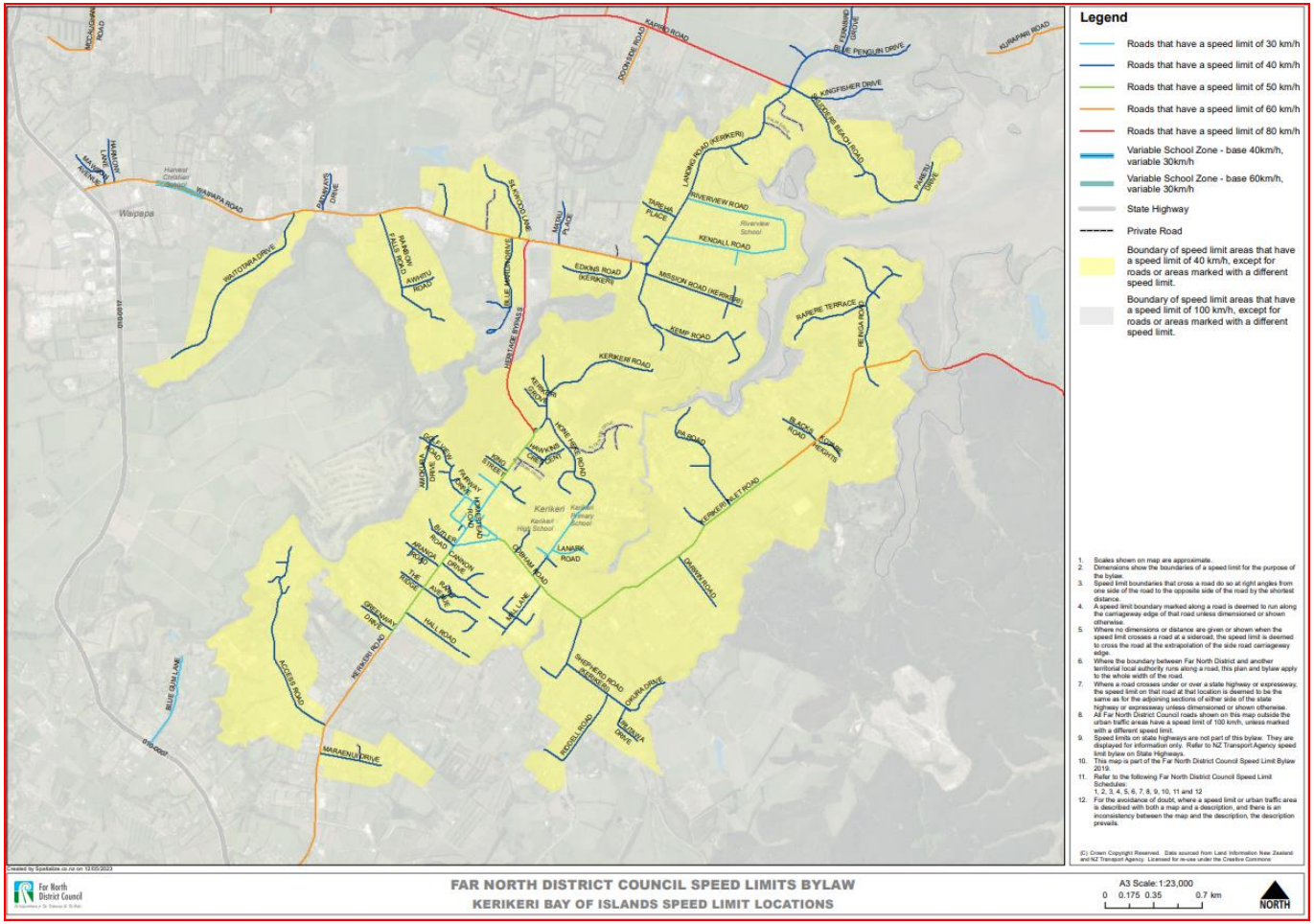
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



93

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

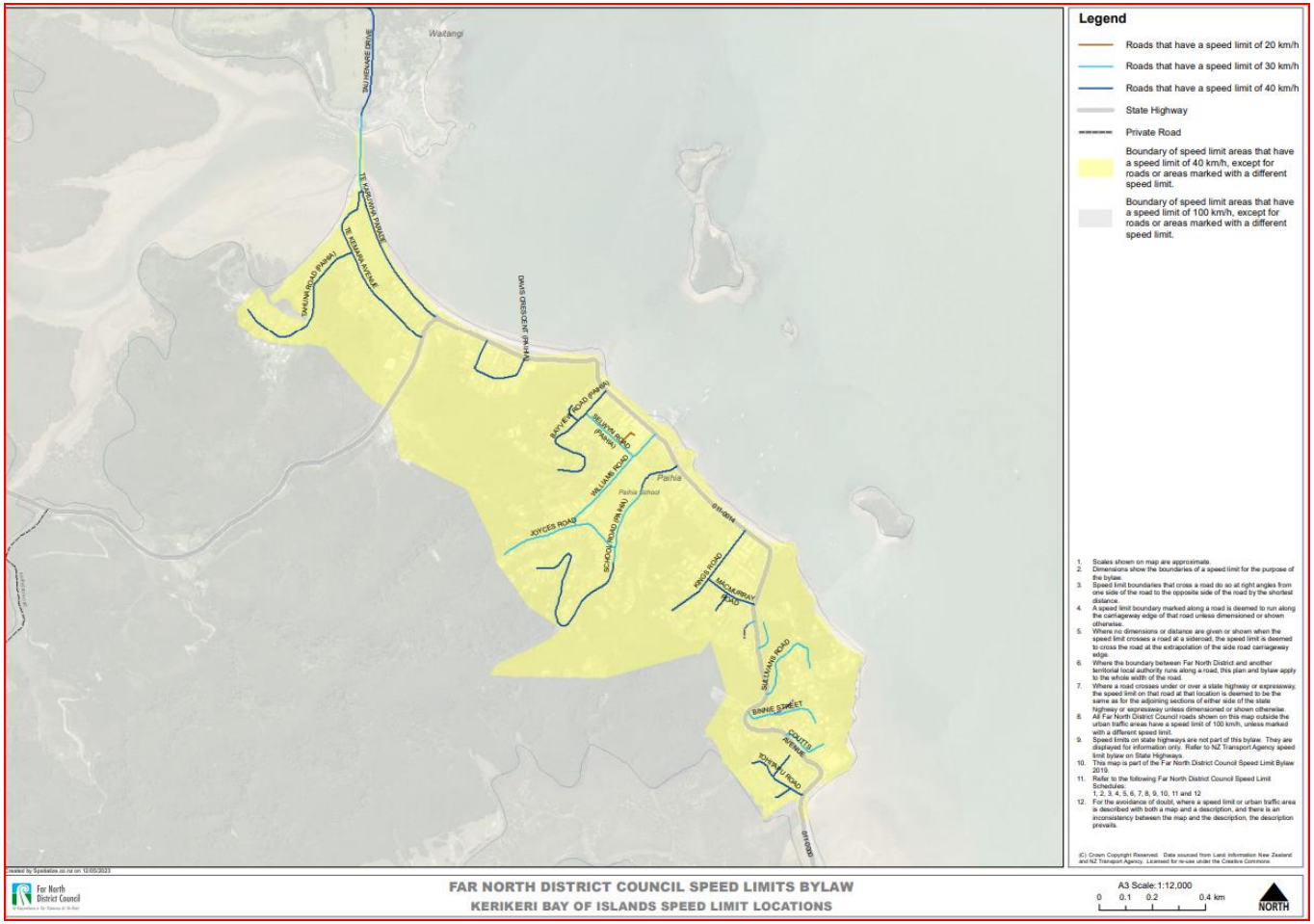
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



94

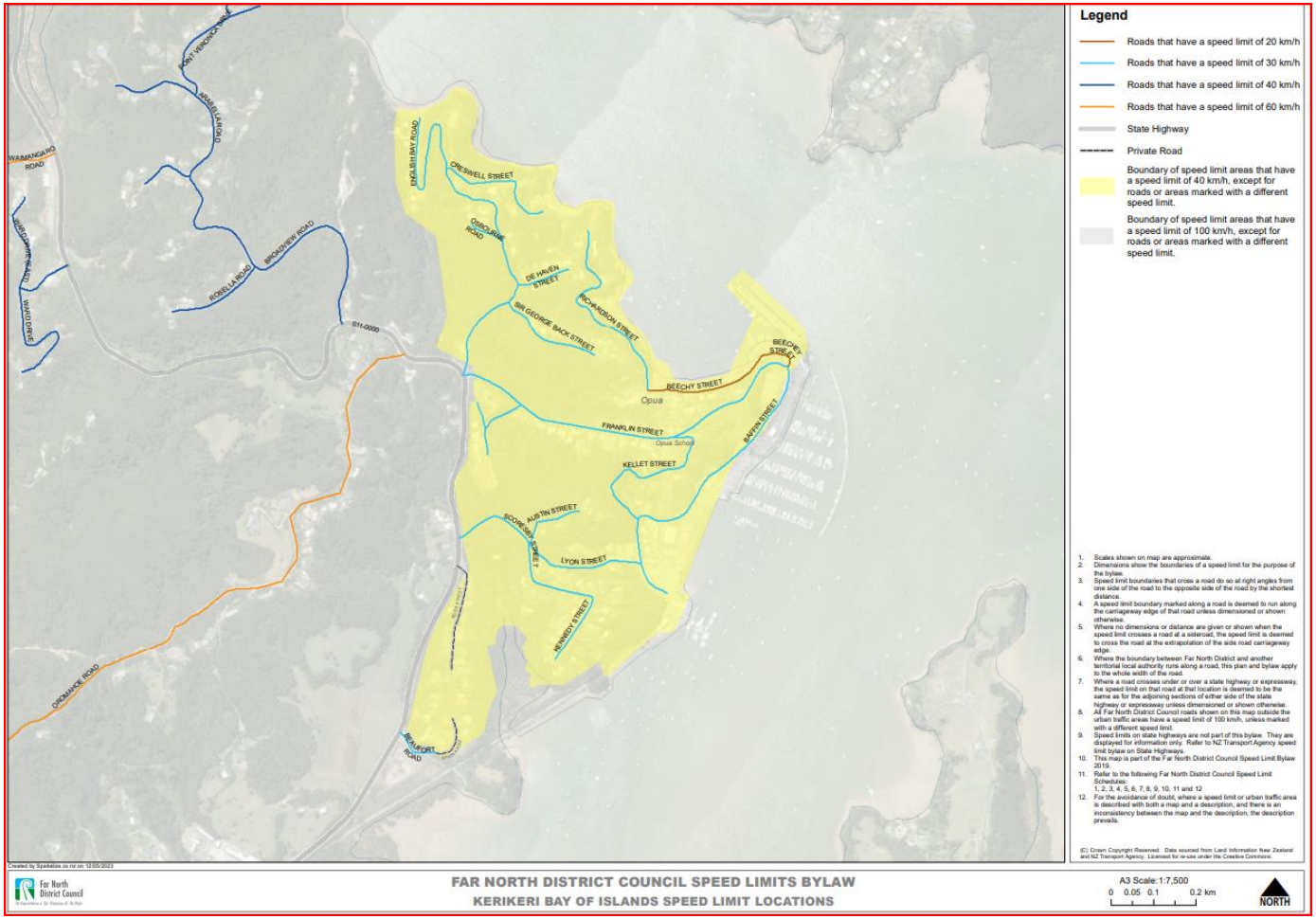
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



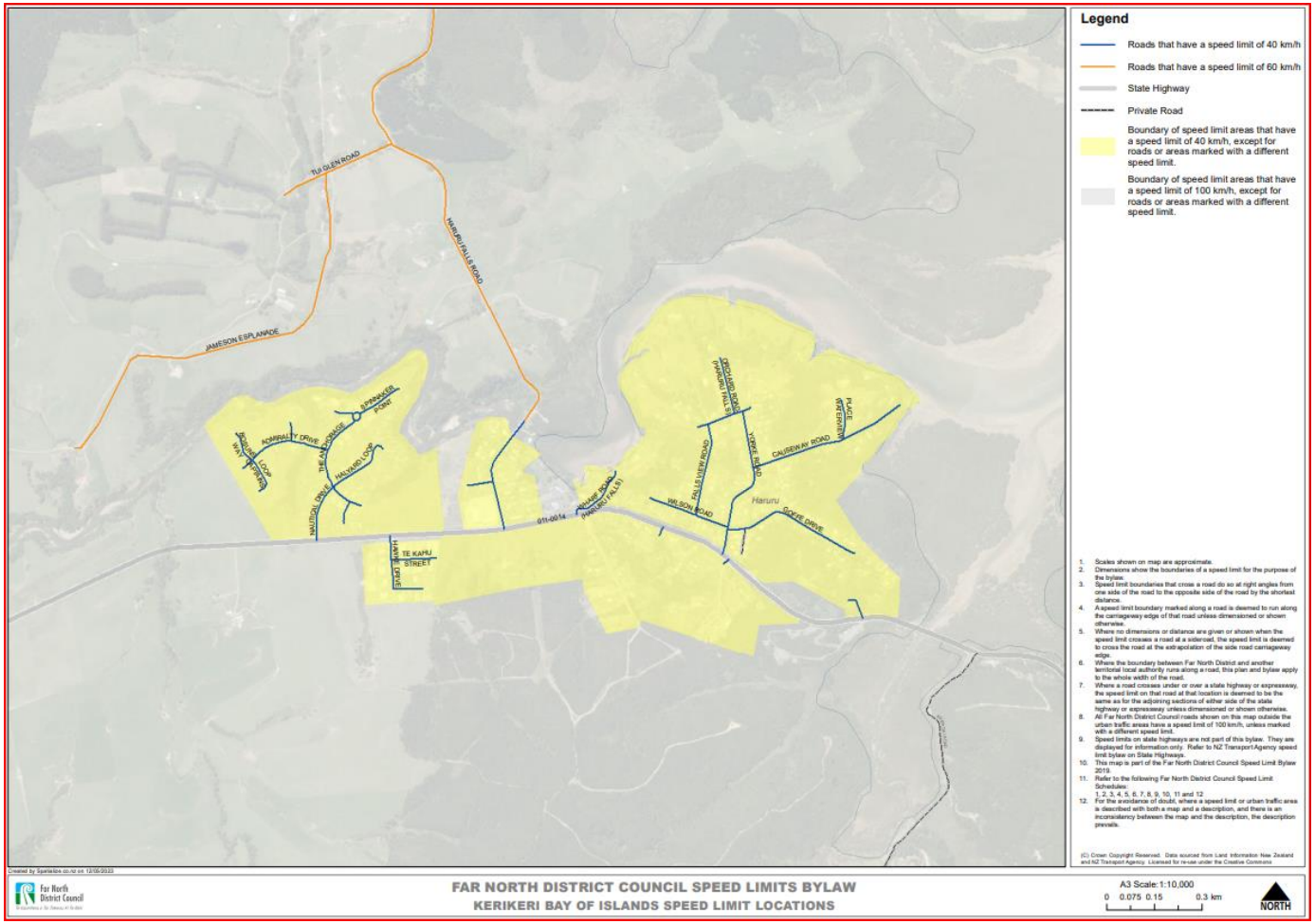
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

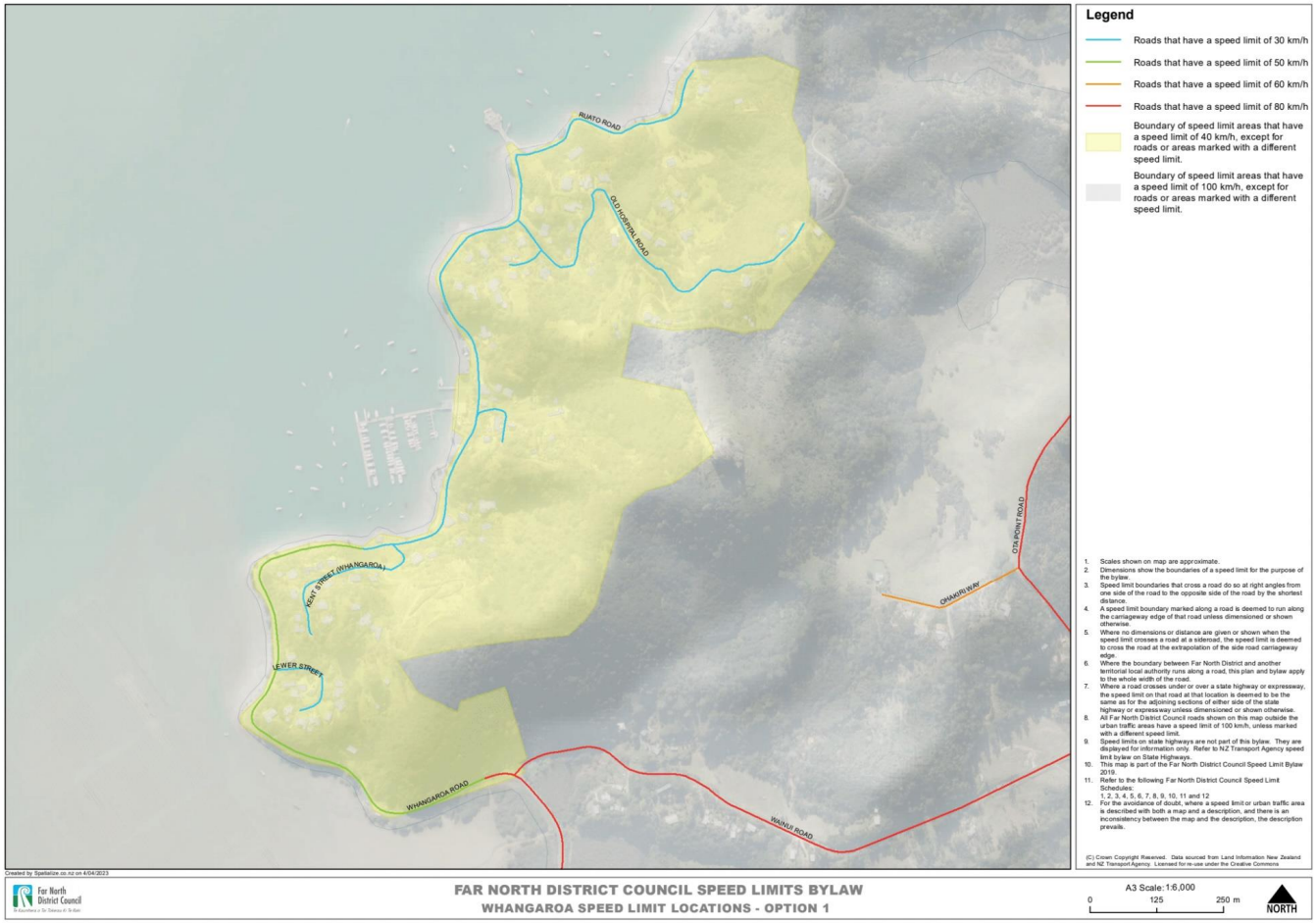
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



97

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

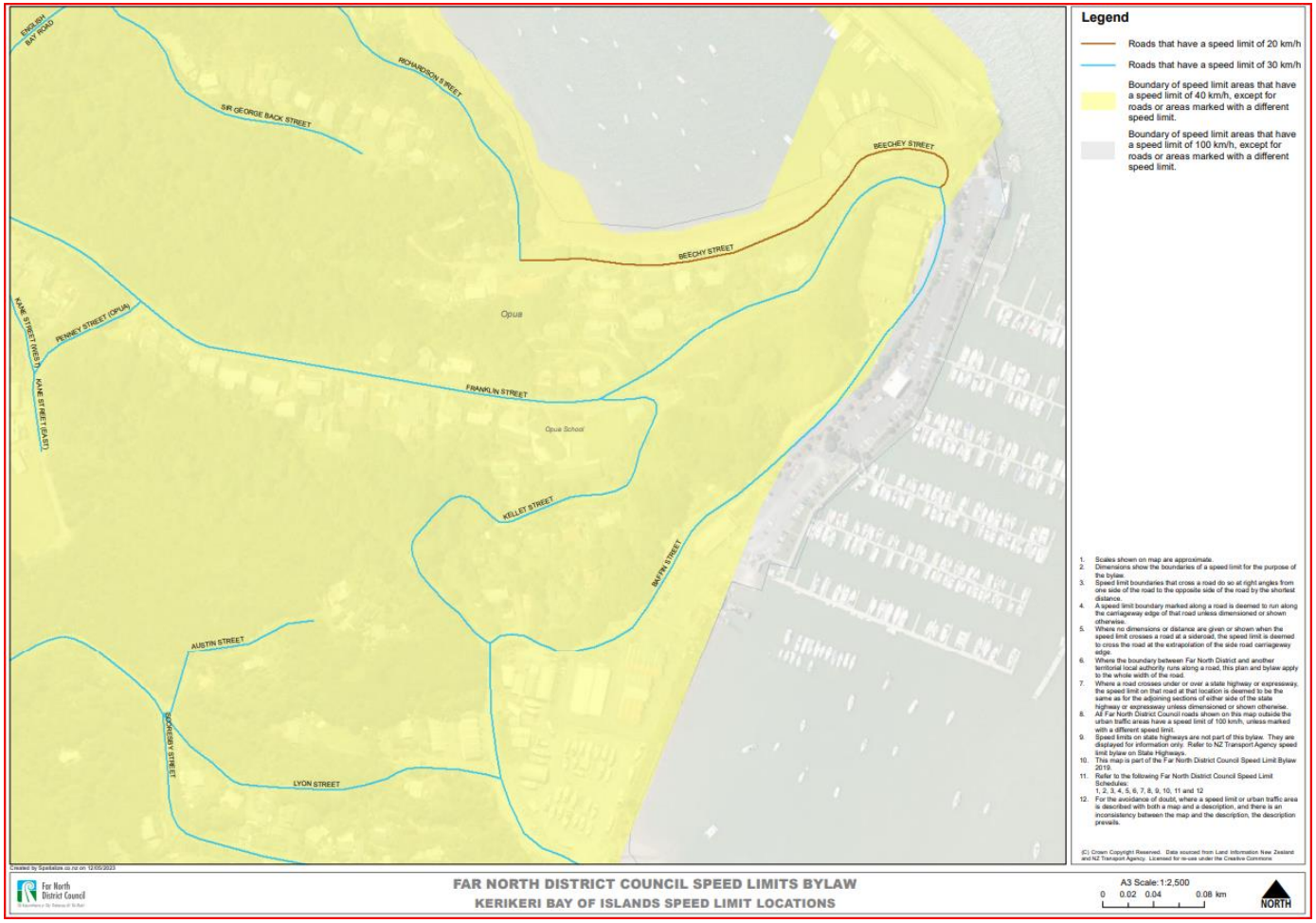
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



98

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

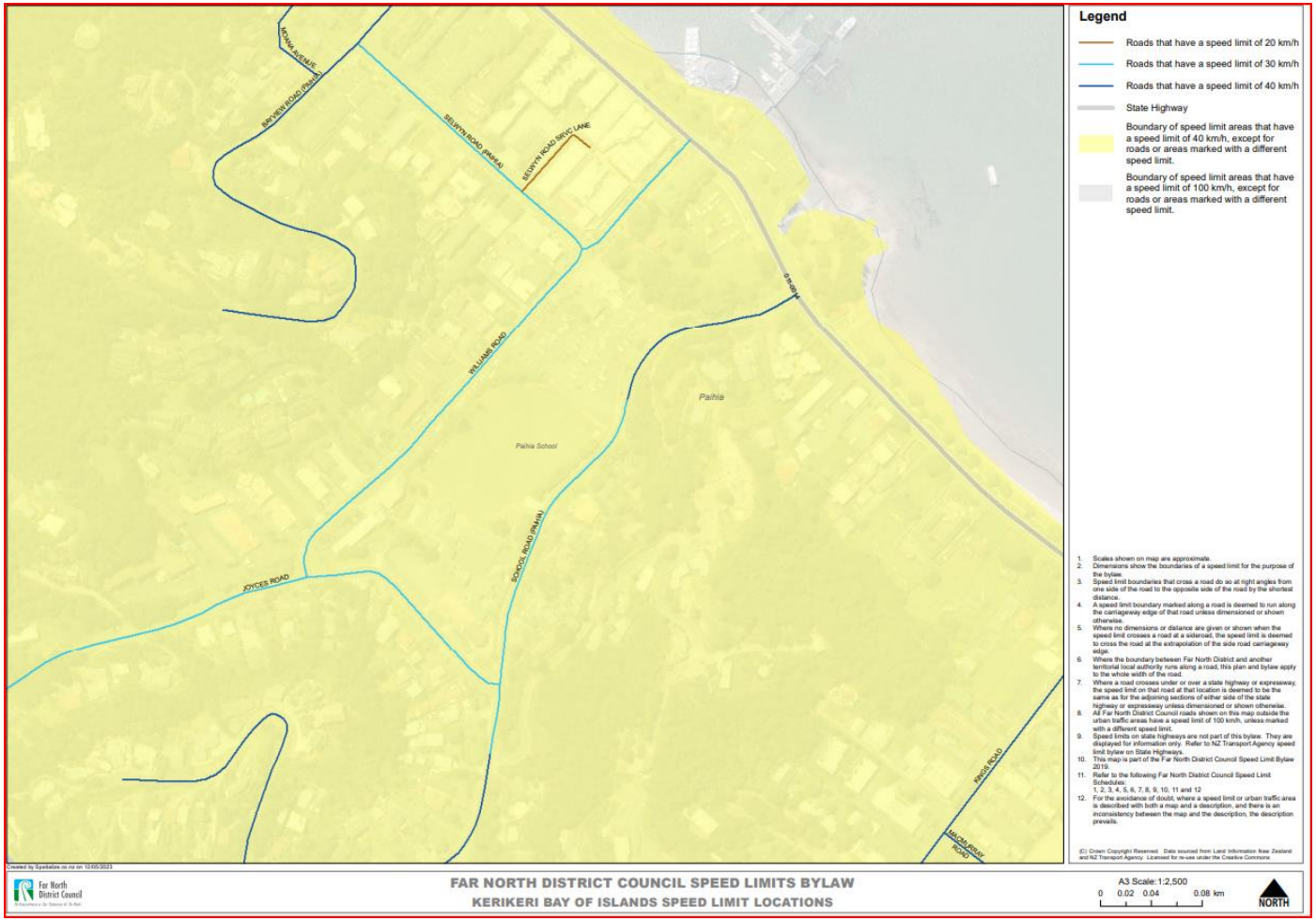
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



99

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

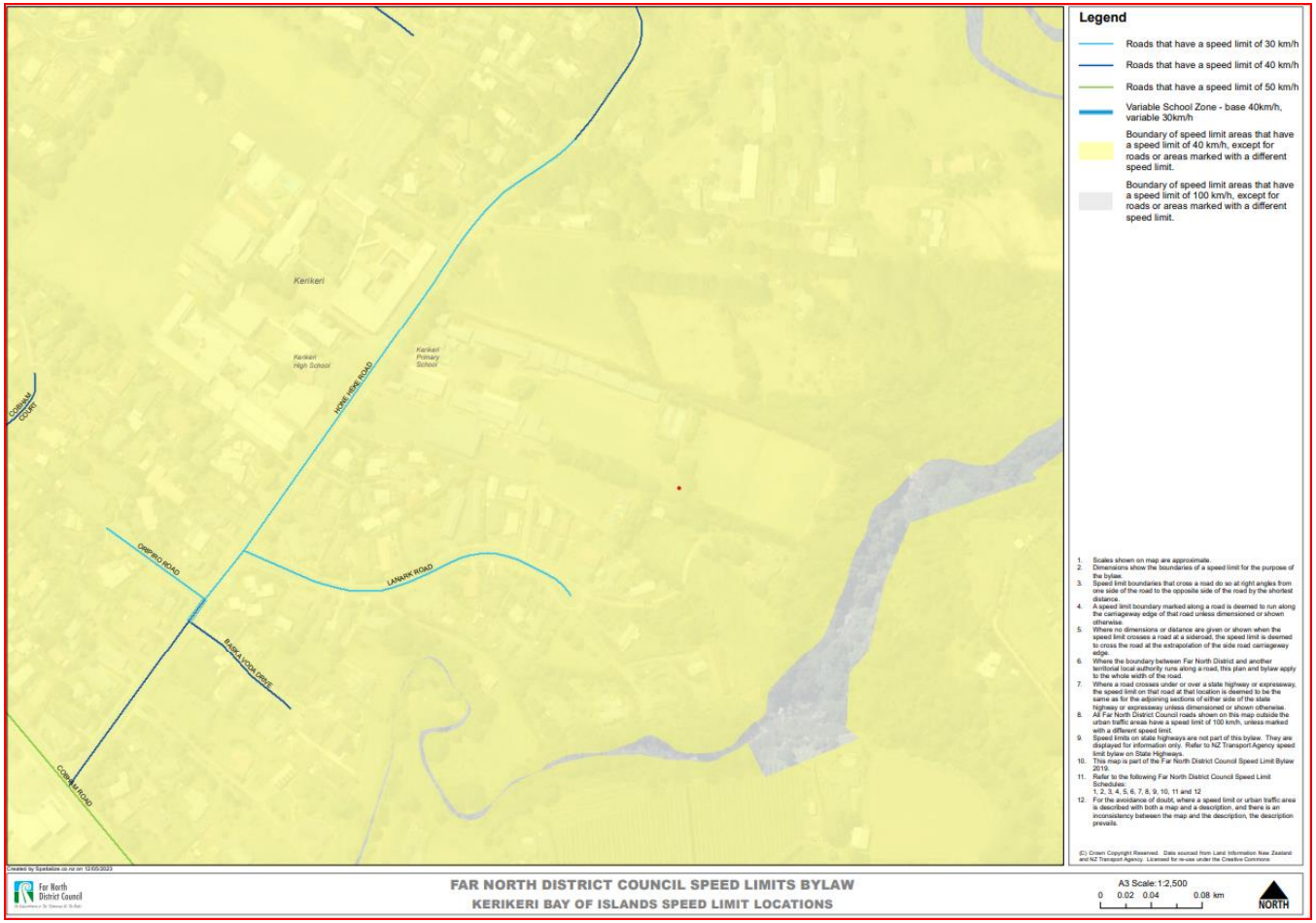
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



100

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

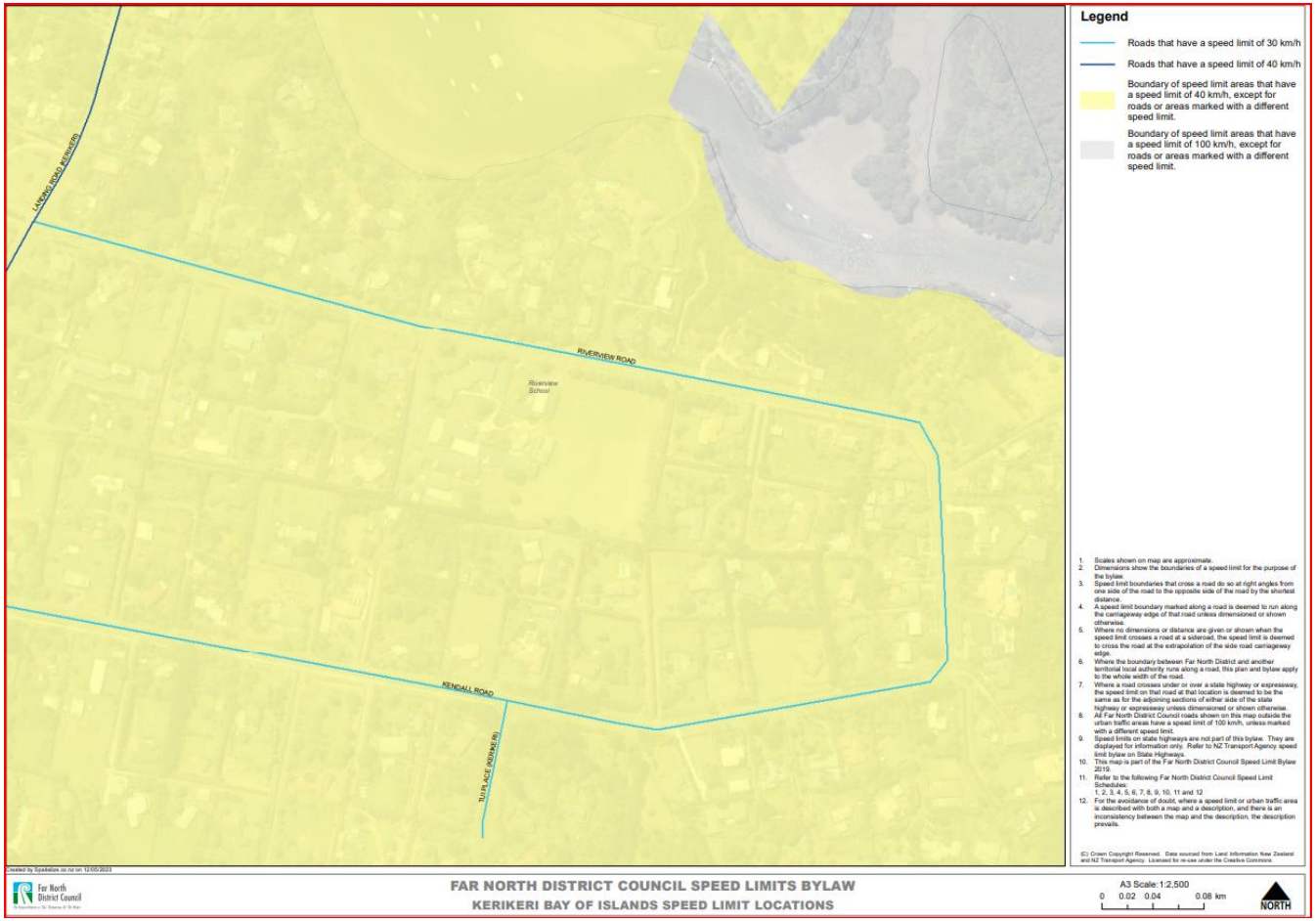
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



101

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

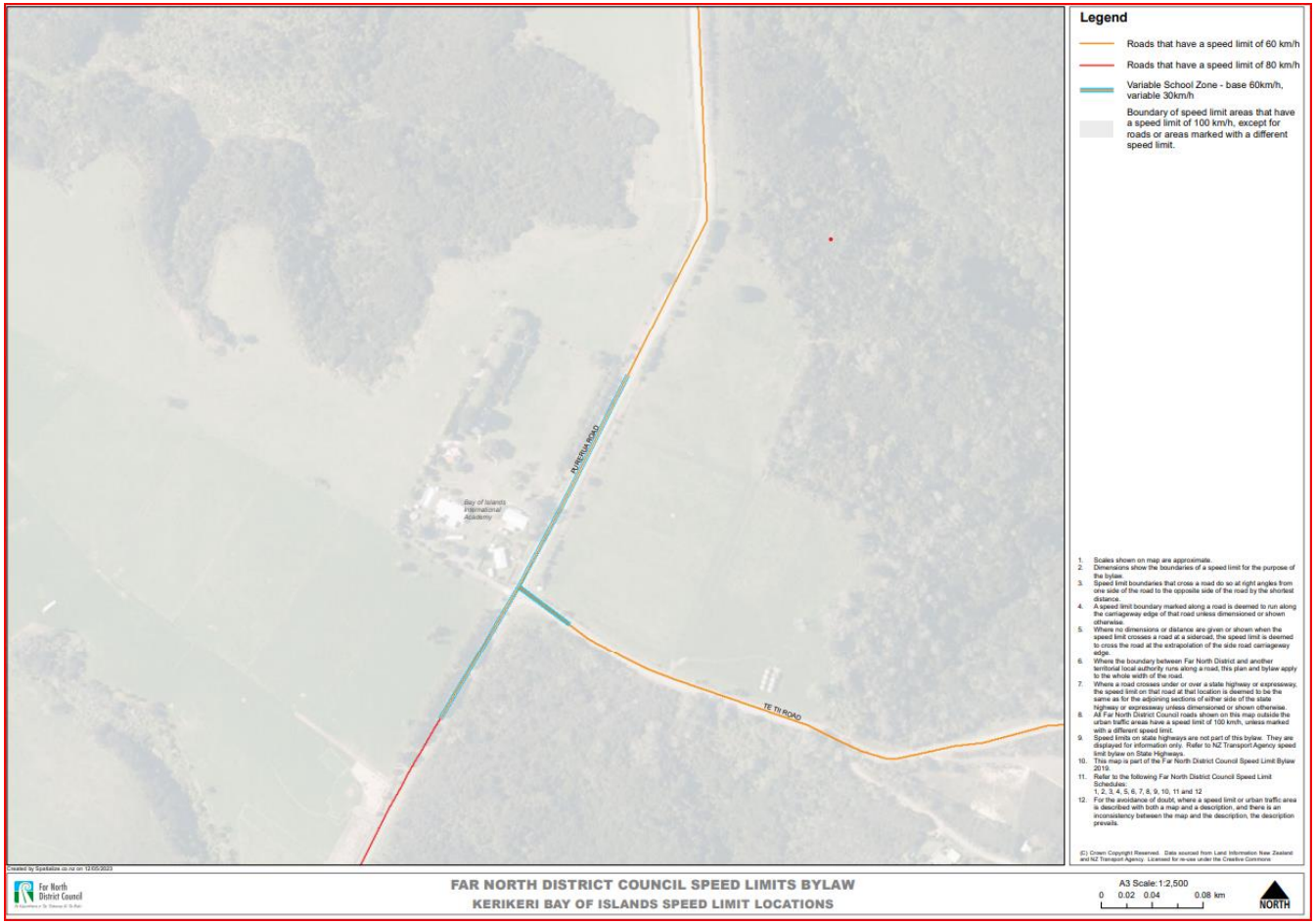
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



102

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

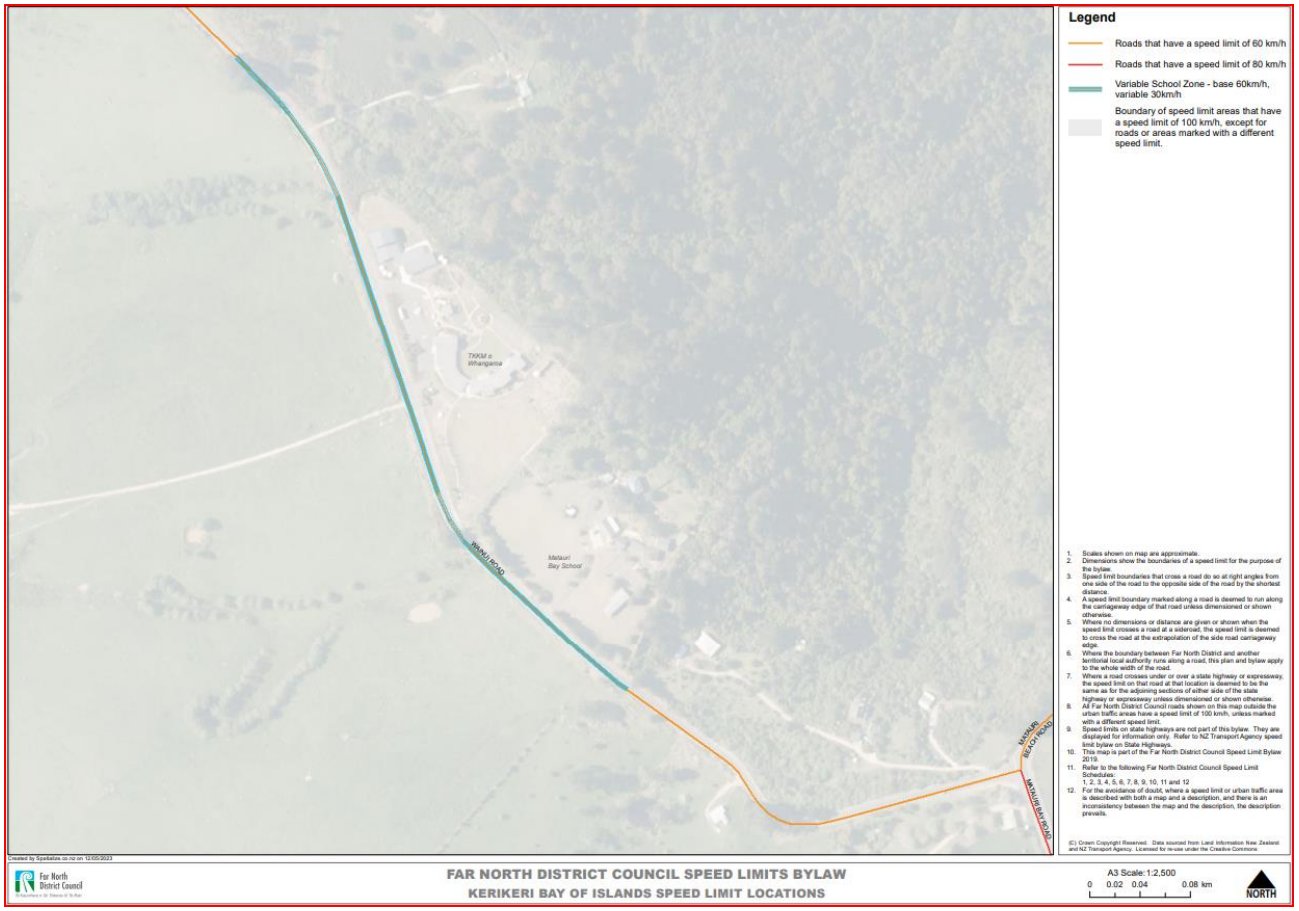
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



103

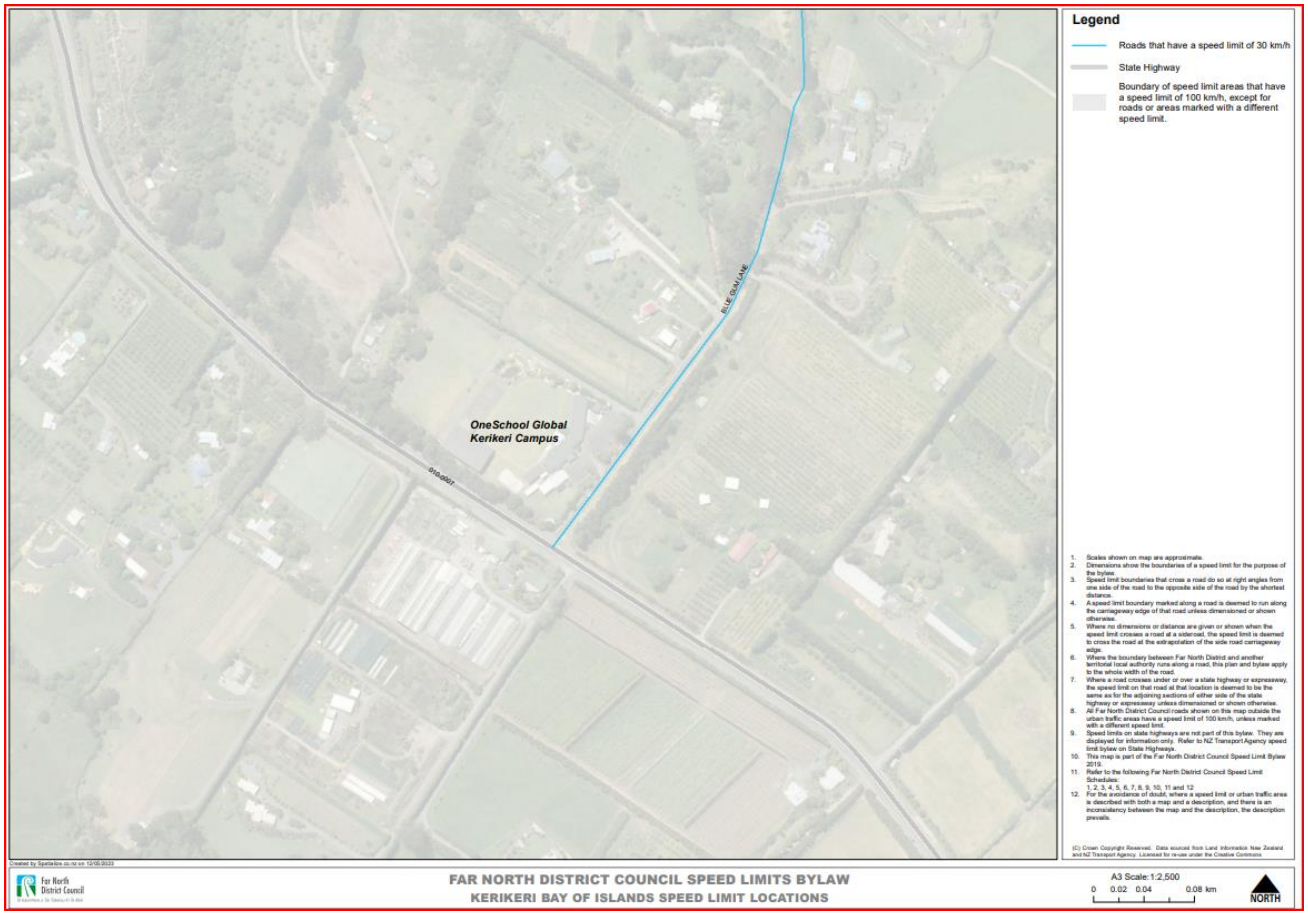
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



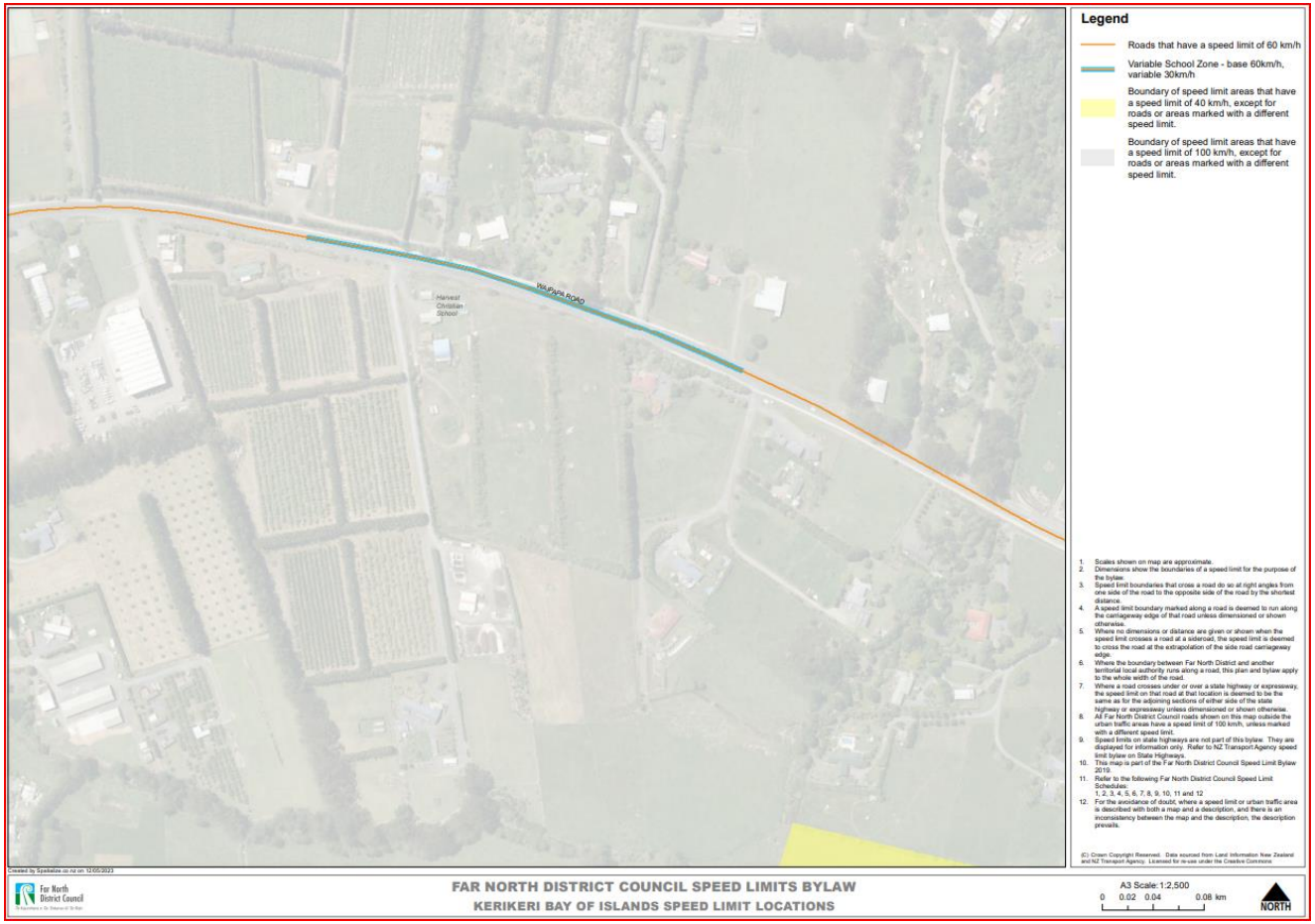
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Appendix 3 – Glossary of Technical Terms

Note: Technical terms have been kept to a minimum in this Report. However, in some cases, submitters have utilised some technical terms and these have been included where the submission is set out verbatim.

Catchment Area	The catchment area incorporates the roads that naturally feed traffic into, or where traffic may directly or indirectly connect with the road of interest, similar to a river catchment area. Considering a catchment area, rather than an individual road can significantly expand the number of roads being considered.
Closed Catchment Area	A Closed Catchment Area is a relatively small and easily defined network of roads that only connect to the road of interest. An example of a Closed Catchment Area is Vinegar Hill Road.
Collective Risk	Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road.
High Benefit	Opportunities where changes to speed management settings will either reduce serious injury or deaths; improve efficiency; or contribute to the public credibility of speed limits.
High Benefit First 5%	A High Benefit area that should be prioritised within the first 5% of roads where a speed management review is to be undertaken.
High Benefit Second 5%	A High Benefit area that should be prioritised within the second 5% of roads where a speed management review is to be undertaken.
Infrastructure Risk Rating (IRR)	A road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features, for example, whether the road is sealed or not, road alignment and geometry and other physical features about the road that impacts on overall road safety. This rating is a measure of potential risk.
Personal Risk	Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road. In many cases, infrastructure improvements may not be cost effective and other safe system interventions such as safer road use or speeds need to be explored.
Safe and Appropriate Speed (SAAR)	A travel speed that is appropriate for the road function, design, safety and use. It should be noted that the actual safe speed on parts of the road will be dependent on factors such as road condition, specific curves and other site-specific conditions. A lower speed than the overall stated safe speed may be appropriate along stretches of the road.

Interim Speed Management Plan
Kerikeri Bay of Islands Catchment



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands Catchment

Approved by Far North Distirct Council at an ordinary meeting dated 28th May 2023.

Author Organisational Solutions Ltd Local Government Planning and Resource Management	Shawn Baker	11 May 2023
Reviewer NORTHLAND TRANSPORTATION ALLIANCE	Elizabeth Stacey	12 May 2023

Director Waka Kotahi Certification:	
Certificate Number:	
Date:	

Table of Contents

Table of Contents 2
1 Overview 3
1.1 National Speed Limit Register (NSLR) 3
1.2 Speed Management Plans 3
2 Interim Speed Management Plan extent 3
3 Consultation 4
4 Speed limits around Schools 4
4.1 Schools in the Review Area 5
4.2 Parua Bay School **Error! Bookmark not defined.**
4.3 Whangarei Heads School 6
5 New Speed Limits – Whangarei Heads Catchment 7
6 Speed Limit Maps 57

1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways).

Council is required to review all speed limits on roads it is responsible for under the Governments Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998. The process for reviewing and setting new speed limits is set out in the Setting of Speed Limits Rule 2022.

As part of the transitional process set out in the Setting of Speed Limits Rule 2022, Council has produced this Interim Speed Management Plan to ensure that its overall speed limit review programme remains on track and consistent with funding determined prior to the 2022 Rule.

This Interim Speed Management Plan continues Council's catchment-based approach to reviewing speed limits in the district. The catchment-based approach reduces anomalous situations resulting from the review process, where a high quality (eg: a sealed road) has a lower speed limit than a lower quality road (eg: an unsealed road). This catchment-based approach is consistent with the Setting of Speed Limits Rule 2022 and associated guidance.

Catchment areas are prioritised based on:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues between different RCA jurisdictions

1.1 National Speed Limit Register (NSLR)

The National Speed Limit Register has replaced Speed Limit Bylaws as the legal instrument by which all speed limits are enforced. The NSLR is managed by Waka Kotahi (NZTA), with each RCA responsible for updating the NSLR when speed limits are amended.

Once certified by Waka Kotahi, the speed limits contained in this Interim Speed Management Plan will be uploaded into the NSLR and an operative date identified.

The National Speed Limits Register can be accessed by following the link below:

https://speedlimits.nzta.govt.nz

1.2 Speed Management Plans

The Setting of Speed Limits Rule 2022 requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi.

The Rule identifies two types of Speed Management Plan:

- ***Interim Speed Management Plan*** - This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.
- ***Regional Speed Management Plan*** – This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

The Kerikeri Bay of Islands Interim Speed Management Plan has been produced under the transitional provisions of the Rule as it will come into force prior to the 2024 - 2027 RLTP.

2 Interim Speed Management Plan extent

This Interim Speed Management Plan includes all roads to the east of State Highway 10 and extends from State Highway 11 in the south (Kawakawa – Opua) through to the Whangaroa Harbour in the north. and includes:

- Kerikeri urban area
- Opua
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

Interim Speed Management Plan
Kerikeri Bay of Islands



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

3 Consultation

In meeting the requirements set out in Section 3.9 of the setting of Speed Limits Rule 2022, the following was undertaken.

- A Statement of Proposal was notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area.
- Key Stakeholders and Statutory Consultees were notified directly.

Council notified key Māori contacts that are actively consulted within the review area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups.

A total of 253 submissions were received, with 11 submitters presenting in person to a Council Hearing on 21st March 2023.

4 Speed limits around Schools

The new Setting of Speed Limits Rule identifies the review of speed limits outside schools as a priority by setting the following targets:

- 40% of all schools assessed and treated with compliant speed limits by June 2024
- All schools assessed and treated with compliant speed limits by 31 December 2027.

The new Rule identifies two categories of schools:

- Category 1 Schools that have a maximum speed limit of 30kph. A Category 1 school will include all urban schools, and rural schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school.
- Category 2 Schools that have a speed limit of 60kph or less. Category 2 schools include rural schools where there is no active use of the road environment by student pedestrians.

National guidance indicate that the speed limit should:

- Be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.
- Encourage walking and cycling to school by creating safe speed areas around the school.

As a result of the new national guidance, school speed zones will be expanded from the immediate road frontage to include other walking and cycling routes near the school.

4.1 Schools in the Review Area

There are 10 schools within the Kerikeri Bay of Islands catchment review area, these are:

- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School (Hone Heke Road – Kerikeri)
- Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School (Wainui Road – Matauri Bay)
- TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

4.1.1 Opua School

Opua School is located on Franklin Road, which is the main access road into the Opua commercial area and the Opua ferry. Opua School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Opua School:

30kph permanent speed limit on Franklin Road and Kellet Street as part of a wider 30kph urban zone for Opua.

4.1.2 Paihia School

Paihia School is located near the central commercial area of Pahia. Paihia School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Pahia School:

30kph permanent speed limit on Joyces Road; School Road from Marsden Road to Joyces road; and Williams Road.

4.1.3 Kerikeri Primary School and Kerikeri High School

Kerikeri Primary School is located on Hone Heke Road opposite Kerikeri High School. Both schools are Category 1 Schools. In addition to the main schools, there is an early childhood centre located on Lanark Road.

The following speed limits have been set for Kerikeri Primary School and Kerikeri High School:

30kph permanent speed limit on Hone Heke Road from Baska Voda Drive to 65 Hone Heke Road; Lanark Road; Turutaru Lane; and Oripiro Road.

4.1.4 Riverview School

Riverview School is located on Riverview Road in Kerikeri. Riverview School is a Category 1 School and must have a 30kph permanent or variable speed limit.

Interim Speed Management Plan
Kerikeri Bay of Islands

The following speed limits have been set for Riverview School:

30kph permanent speed limit on Riverview Road; Kendall Road; and Tui Place.

4.1.5 Bay of Islands International Academy

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. The Bay of Islands International Academy is a Category 1 School and must have a 30kph permanent or variable speed limit. The rural location of the school necessitates a variable speed limit.

The following speed limits have been set for the Bay of Islands International Academy:

Variable School Speed Limit of 30kph on Purerua Road from RP9206 (110m before Te Tii Road intersection) to RP9517 (200m past Te Tii Rd intersection).

Variable School Speed Limit of 30kph on Te Tii Road from the Purerua Road intersection for a distance of 50m.

4.1.6 Matauri Bay School and TKKM o Whangaroa

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). Both schools are Category 1 Schools and must have a 30kph permanent or variable speed limit. The rural location and functioning of the school necessitate a variable speed limit.

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

The following speed limits have been set for Matauri Bay School and TKKM o Whangaroa:

Variable School Speed Limit of 30kph on Wainui Road (Whakarara Rd from RP6400 (350m from Matauri Bay Rd) to RP5788 (distance of 620m).

4.1.7 One School Global Campus Kerikeri

One School Global Campus is located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. The school is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limit has been set for the One School Global Campus:

30kph permanent speed limit on the full length of Blue Gum Lane.

4.1.8 Harvest School

Harvest School is a new build school that is expected to open in 2023. The school is located is located on Waipapa Road. As this school has not yet opened, it is assumed to be a Category 1 School. This will be further reviewed, along with the final speed limit once the school has been operational for 12 months.

The following speed limit has been set for Harvest School:

Variable School Speed Limit of 30kph on Waipapa Road from RP536 (331 Waipapa Road) to RP897 (372 Waipapa Rd) be implemented once the school becomes operational.

:

.

5 New Speed Limits – Whangarei Heads Catchment

New speed limits set out in the Tables below will be implemented in the 2023-2024 Financial Year.

Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Access Heights	50	30	40	**Reason:** The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Access Road	50	30	40	**Reason:** The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Admiralty Drive	50	50	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Ake Ake Road	100	50	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Amokura Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Amsharlo Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Anchorage Heights	100	60	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Ao Marama Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Arabella Road	50	40	40	**Consistent** **Infrastructure:** Signage
Aranga Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ash Grove Circle	50	50	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Atwell Road	100	60	60	**Consistent** **Infrastructure:** Signage
Augusta Place	30	30	30	**Consistent** **Infrastructure:** Signage
Austin Street	50	40	30	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Awhitu Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Baffin Street	50	40	30	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Barrett Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Baska Voda Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Bayly Road	100	60	40	**Reason:** This is a narrow-unsealed road providing access for recreational activities such as horse trekking and mountain biking. **Infrastructure:** Signage
Bayview Road (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage
Bedggood Close	50	40	40	**Consistent** **Infrastructure:** Signage
Beechey Street	50	40	20	**Reason:** This is a very narrow no-exit road that incorporates the Opua Ferry and small commercial area near the ferry. The road travels along the beachfront with parking and access for the Opua Community Hall. There is very limited room for manoeuvring. **Infrastructure:** Signage
Beaufort Road	50	40	30	**Reason:** Very narrow, short, unsealed road that gives access to a very narrow single carriageway private road. 30kph is considered appropriate. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Binnie Street	50	40	30	**Reason:** Preferred option: 30kph. This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. **Infrastructure:** Signage
Blacks Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Bledisloe Road	50	N/A	20	**Consistent** **Infrastructure:** Signage
Blue Gum Lane (school zone)	100	60	30	**Reason:** Category 1 school zone. **Infrastructure:** Signage
Blue Marlin Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Blue Marlin Drive Extension	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Blue Penguin Drive	50	40	40	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Bosuns Way	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Bristow Road	100	N/A	30	**Consistent** **Infrastructure:** Signage
Broadview Road	50	40	40	**Consistent** **Infrastructure:** Signage
Bush Point Road (Doves Bay)	100	80	40	**Reason:** Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. Given that Bush Road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is appropriate. **Infrastructure:** Signage
Butler Road	30	30	30	**Consistent** **Infrastructure:** Signage
Campbell Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Cannon Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Cannon Drive Extension	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Captains Loop	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Causeway Road	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Cavalli View Road	100	60	60	**Consistent** **Infrastructure:** Signage
Charlotte Kemp Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Clark Road (Kerikeri)	50	30	30	**Consistent** **Infrastructure:** Signage
Cobham Court	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Cobham Road Service Lane	30	30	30	**Consistent** **Infrastructure:** Signage
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	30	**Consistent** **Infrastructure:** Signage
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	40	**Consistent** **Infrastructure:** Signage
Cochrane Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Conifer Lane	100	60	60	**Consistent** **Infrastructure:** Signage
Cottle Hill Drive	100	60	60	**Consistent** **Infrastructure:** Signage
Coutts Avenue	50	40	30	**Reason:** Coutts Avenue is a very short road connecting to Veronica Street. The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings. **Infrastructure:** Signage
Creswell Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Darwin Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Davis Crescent (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Davis Strongman Place	100	60	40	**Reason:** This is a "no exit" road that provides access to rural residential properties. There is no centreline marking on the carriageway and no pedestrian facilities. The road is a self-explaining lower speed 40kph
De Haven Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Doonside Road	100	60	60	**Consistent** **Infrastructure:** Signage
Doves Bay Road	100	60	40	**Reason:** Doves Bay Road is a no exit road, approximately half of which has a medium-high density rural residential landuse. With the other half being the Doves Bay community, which has an urban density. The carriageway is narrow and there is no pedestrian facilities. **Infrastructure:** Signage
Edkins Road (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Edmonds Road	100	60	40	**Reason:** This road is very narrow and supports a slower speed limit. A 40kph speed limit along the full length of the road provides consistency in the speed limit, as well as consistency with the speed limit on the last section of the adjoining Kerikeri Inlet Road. **Infrastructure:** Signage
English Bay Road	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Equestrian Drive	100	80	60	**Reason:** Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural land use and low density rural residential. **Infrastructure:** Signage
Fairway Drive Kerikeri Rd to Augusta Place	30	30	30	**Consistent** **Infrastructure:** Signage
Fairway Drive from Augusta Place to Golf View Rd	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Fairway Drive Service Lane 1	30	30	30	**Consistent** **Infrastructure:** Signage
Fairway Drive Service Lane 2	30	30	30	**Consistent** **Infrastructure:** Signage
Falls View Road	50	50	40	**Reason:** Although classed as a Secondary Collector Road, this road is relatively short and is typical of a smaller community road. There is a footpath on one side of the road and there are no centreline markings. 40kph is consistent with other similar small coastal and rural communities. **Infrastructure:** Signage
Fantail Rise	50	30	40	**Reason:** Fantail Rise is part of a new subdivision area. 40kph is consistent with other residential areas. **Infrastructure:** Signage
Fernbird Grove	50	30	40	**Reason:** Fernbird Grove is part of a new subdivision area. 40kph is consistent with other residential areas. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Fieldview	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Franklin Street (School Zone)	50	50	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Franklin Street is also a part of a School Zone. **Infrastructure:** Signage
Fuller Terrace (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
General Gates Avenue	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Goffe Drive	50	50	40	**Reason:** 40kph is consistent with urban areas in smaller coastal and rural communities. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Golf View Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Greenway Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Greys Lane	50	40	30	**Reason:** This road is a very narrow access lane that provides access to residential dwellings, motels and backpackers. The road is a short walk from the beach and commercial area. Any pedestrians using this lane would need to utilise the carriageway. The presence of carparks gives this road the "feel" of a shared space. **Infrastructure:** Signage
Hall Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Halyard Loop	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland.

Interim Speed Management Plan
Kerikeri Bay of Islands

				Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hansen Road (Pureua)	100	60	60	**Consistent** **Infrastructure:** Signage
Harmony Lane	50	40	40	**Consistent** **Infrastructure:** Signage
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	40	40	**Consistent** **Infrastructure:** Signage
Haruru Falls Road from north side of bridge to end	100	60	60	**Consistent** **Infrastructure:** Signage
Hauriri Road	100	60	60	**Consistent** **Infrastructure:** Signage
Hautapu Road	100	60	60	**Consistent** **Infrastructure:** Signage
Hawke Drive	50	50	40	**Reason:** Hawke Drive provides access to the Haruru commercial and light industrial area. The road is short and "no exit". A 40kph speed limit is considered appropriate. **Infrastructure:** Signage
Hawkings Crescent	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Heritage Bypass from Kerikeri Rd for first 50m	50	40	50	**Reason:** Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Heritage Bypass	80	40	80	**Reason:** Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is considered appropriate. **Infrastructure:** Signage
Heron Hill	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	N/A	30	**Consistent** **Infrastructure:** Signage
Hihitahi Rise	50	40	40	**Consistent** **Infrastructure:** Signage
Hikurua Road	100	60	60	**Consistent** **Infrastructure:** Signage
Hobson Avenue (Kerikeri)	30	30	30	**Consistent** **Infrastructure:** Signage
Homestead Road	30	30	30	**Consistent** **Infrastructure:** Signage
Homestead Road Service Lane	30	30	30	**Consistent** **Infrastructure:** Signage
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	40	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	40	30	**Reason:** Category 1 School Zone **Infrastructure:** Signage
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	40	**Consistent** **Infrastructure:** Signage
Huia Road	100	60	60	**Consistent** **Infrastructure:** Signage
Hupara Road	100	80	80	**Consistent** **Infrastructure:** Signage
Hupara Road (East)	100	60	60	**Consistent** **Infrastructure:** Signage
Jacaranda Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Jameson Esplanade	100	60	60	**Consistent** **Infrastructure:** Signage
James Kemp Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Joyces Road from Williams Road to end.	50	40	30	**Reason:** School zone. This section of Joyce Road is adjacent to Paihia School, with the section of road forming part of the school zone under the One Network Framework guidance. There is a carpark and entrance into the school on this road. In addition to the School, the Paihia Ex-Servicemen's Association is located on this road. Given that Joyce Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit. **Infrastructure:** Signage
Kaipatiki Rise	50	50	40	**Reason:** The carriageway is narrow and in places very narrow with little or no shoulder width. There is no centre line marking and the road environment does not support a 50kph speed limit. 40kph is consistent with other roads within the Haruru Urban traffic Area. **Infrastructure:** Signage
Kane Street (East)	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Kane Street (West)	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	**Consistent** **Infrastructure:** Signage
Kapiro Road from west of roundabout to end	50	80	40	**Reason:** This short section of Kapiro Road leads into a round-a-bout, beyond which is a more urbanised area with 40kph roads. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Karaka Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Kellet Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Kellet Street is also part of the Paihia School Zone. **Infrastructure:** Signage
Kemp Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Kendall Road	50	30	30	**Consistent** **Infrastructure:** Signage
Kennedy Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Kent Street (Whangaroa)	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.

Interim Speed Management Plan
Kerikeri Bay of Islands

				Infrastructure: Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Keri Downs Road	100	80	60	**Reason:** Although sealed and straight, this road has a narrow carriageway with no centreline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects. **Infrastructure:** Signage
Keridale Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Kerikeri Grove	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	50	**Reason:** This section of Kerikeri Road is characterised by both residential and retail commercial activities, including local markets and orchard stores. There is a significant local traffic volume on this road. **Infrastructure:** Signage
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	40	50	**Reason:** Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. **Infrastructure:** Signage
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	30	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	40	50	Reason: This road is a main arterial road providing linkages to other parts of Kerikeri. The carriageway is very wide. A 40kph speed limit would require significant infrastructure to create a self-explaining 40kph road environment . 50kph is considered appropriate. **Infrastructure:** Signage
Kerikeri Road from Heritage Bypass roundabout to end	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Kerikeri Inlet Road from Cobham Rd to 300m past Hoults Way	50/80	40	50	**Reason:** Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. **Infrastructure:** Signage
Kerikeri Inlet Road from 300m past Hoults Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	60	**Consistent** **Infrastructure:** Signage
Kerikeri Inlet Road from 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to Edmonds Road.	100	60	80	**Reason:** There is a distinct change in the road environment near the one lane bridge (313 Kerikeri Inlet Road) from a rural residential area to a more rural, low-density area. An 80kph speed limit reflects this change in the road environment. **Infrastructure:** Signage
Kerikeri Inlet Road from Edmonds Road.to end	100	60	40	**Reason:** The road environment changes significantly at Edmonds Road to a narrow, unsealed road. A lower speed limit is therefore appropriate. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kilountain Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
King Street	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Kings Road	50	40	40	**Consistent** **Infrastructure:** Signage
Kingfisher Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Kotare Heights	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kotuku Road	100	60	60	**Consistent** **Infrastructure:** Signage
Kowhai Crescent (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage
Kurapari Road	100	60	60	**Consistent** **Infrastructure:** Signage
Lanark Road (School Zone)	50	30	30	**Consistent** **Infrastructure:** Signage
Landing Road (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Leacock Road	100	60	60	**Consistent** **Infrastructure:** Signage
Lewer Street	100	60	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Limelight Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Lyon Street	50	40	30	**Reason:** Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Macmurray Road	50	40	40	**Consistent** **Infrastructure:** Signage
Mahinepua Road	100	60	60	**Consistent** **Infrastructure:** Signage
Mako Lane (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage
Maraenui Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Marsden Place (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Martha Clarke Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Martin Road	100	60	60	**Consistent** **Infrastructure:** Signage
Masonic Lane	30	30	30	**Consistent** **Infrastructure:** Signage
Matangirau School Road	100	60	40	**Reason:** 60kph is consistent with other sealed roads. However, Matangirau School Road has an extremely narrow carriageway and it is unlikely that 60kph would be achieved. A 40kph speed limit that better reflects the road environment and carriageway is considered more appropriate. **Infrastructure:** Signage
Matau Place	50	40	40	**Consistent** **Infrastructure:** Signage
Matauri Bay Road	100	80	80	**Consistent** **Infrastructure:** Signage
Matauri Beach Road	100	60	40	**Reason:** On-site assessment 40 kph appropriate **Infrastructure:** Signage
Matauri Link Road	100	60	60	**Consistent** **Infrastructure:** Signage
Mawson Avenue	50	40	40	**Consistent** **Infrastructure:** Signage
Mccaughan Road	100	60	60	**Consistent** **Infrastructure:** Signage
McDonalds Road (Oromahoe)	100	60	60	**Consistent** **Infrastructure:** Signage
Mcgee Road	100	60	60	**Consistent** **Infrastructure:** Signage
Mcintyres Road	100	60	60	**Consistent** **Infrastructure:** Signage
Mckenzie Road (Pureru a)	100	60	60	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mckenzie Road (Whangaroa)	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Mill Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Mission Road (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Mooring Close	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Nautical Drive	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ngahuhu Road	100	60	60	**Consistent** **Infrastructure:** Signage
Norfolk Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Oakridge Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Ohakiri Way	100	60	60	**Consistent** **Infrastructure:** Signage
Oihi Road	100	60	60	**Consistent** **Infrastructure:** Signage
Okura Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Old Church Rd Service Lane	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Old Church Road (Whangaroa)	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Old Hospital Road	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Opito Bay Road to 407 Opito Bay Rd	100	60	60	**Consistent** **Infrastructure:** Signage
Opito Bay Road from 407 Opito Bay Rd to end	100	60	40	**Reason:** Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community. **Infrastructure:** Signage
Orangewood Road	100	80	60	**Reason:** This road is a sealed road with no centre line marking. The no exit road provides access to horticultural activities and some rural residential activities. Access is off Kapiro Road, which has an 80kph speed limit. Orangewood Road is a lower standard of road, with a change in overall road environment. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Orchard Road (Haruru Falls)	50	50	40	**Reason: Reason:** Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate. 40kph speed limit, consistent with the adjacent Yorke Road. **Infrastructure:** Signage
Orchard Road (Kapiro)	100	80	60	**Reason:** Orchard Road is a straight, sealed "no exit" road with no centre line markings. The principle surrounding land use is horticulture with few residential dwellings. The carriageway supports a slower 60kph speed limit. Submissions noted the high use of this road by pedestrians and horticultural traffic. **Infrastructure:** Signage
Oripiro Road	50	30	30	**Reason:** Category 1 School Zone. Consistent with safe and appropriate speed **Infrastructure:** Signage
Oromahoe Road	100	60	60	**Consistent** **Infrastructure:** Signage
Osborne Road	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	60	80	**Reason:** Although classified as tortuous (Megamaps), there is one short tortuous section at the Wainui road end as the road rises up a steep, but short hill. The remainder of the road is best described as curved to winding. Ota Point Road provides access to a small community at Ota Point. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ota Point Road from 100m before 103 Ota Point Rd to end	100	60	40	**Reason:** This section of Ota Point Road forms part of the Ota Point community. There is no direct beach access from the road, although there are short accessways to provide boat and dinghy access to the beach area. 40kph is consistent with small coastal communities. **Infrastructure:** Signage
Otaha Road	100	60	60	**Consistent** **Infrastructure:** Signage
Pa Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Paretu Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Pathways Drive	50	60	40	**Reason:** Pathways Drive is a short "no exit" street providing access for a low-density urban subdivision. There is no centre line marking. A 40kph speed limit is consistent with small residential areas. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Peacock Garden Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Penney Street (Opua)	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage
Pickmere Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Pinehill Road	100	60	60	**Consistent** **Infrastructure:** Signage
Point Veronica Drive	50	40	40	**Consistent** **Infrastructure:** Signage
Point Veronica Drive Extension	50	40	40	**Consistent** **Infrastructure:** Signage
Porters Access Road	100	60	40	**Reason:** This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Porters Access Road Extension	100	60	40	**Reason:** This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. **Infrastructure:** Signage
Pounamu Place	50	40	40	**Consistent** **Infrastructure:** Signage
Puketiro Place	50	40	40	**Consistent** **Infrastructure:** Signage
Purerua Road from Kapiro Road to 110m before Te Tii Rd	100	60	80	**Reason:** 80kph is consistent with other similar sealed roads in Northland. There are few curve advisory signs on this road, indicating that the alignment is at the lower end of the "winding" category. **Infrastructure:** Signage
Purerua Road from 110m before Te Tii Rd to end	100	60	60	**Consistent** **Infrastructure:** Signage
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	60	Variable 30	**Reason:** The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. **Infrastructure:** Signage
Quinces Landing	100	60	40	**Reason:** This is a very narrow unsealed lans that provides access to rural residential land uses. The road is "no exit". Given the carriageway width and the rural residential land uses, 60kph is not recommended. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rainbow Falls Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Rangihoua Road	100	60	60	**Consistent** **Infrastructure:** Signage
Rangitane Road from Redcliffs Rd to 40m before Opito Bay Road.	100	50	80	**Reason:** 50kph has not been considered for this part of Rangitane Road as it is a rural setting with few residential dwellings. The carriageway supports an 80kph speed limit, which is consistent with the road status as a rural secondary collector road. **Infrastructure:** Signage
Rangitane Road from 40m before Opito Bay Road to Rangitane Loop Rd	100	50	60	**Reason:** 50kph has not been considered for this part of Rangitane Road as it is a rural setting. the wider road environment changes from rural to a medium density rural residential environment. The overall road environment is not consistent with a more urban environment. Compliance with a 40kph speed limit is unlikely. **Infrastructure:** Signage
Rangitane Loop Road	50	40	40	**Consistent** **Infrastructure:** Signage
Ranui Avenue	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rarere Terrace	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	60	80	**Reason:** The sealed section of Redcliffs Road is a primary collector with a low and low-medium collective and personal risk. Although classed as "winding" there are few sharp curves that have curve advisory signage and there are significant areas of straight road interspersed between curves. A 60kph speed limit is expected to have low compliance. **Infrastructure:** Signage
Redcliffs Road from Rangitane Rd to end	100	60	60	**Consistent** **Infrastructure:** Signage
Reinga Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Retreat Road	100	60	60	**Consistent** **Infrastructure:** Signage
Richardson Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riddell Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Rigden Road	100	60	60	**Consistent** **Infrastructure:** Signage
River Drive Road	100	60	60	**Consistent** **Infrastructure:** Signage
Riverbank Drive - Through Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Riverglen Drive	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Riverstone Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Riverview Road	50	30	30	**Consistent** **Infrastructure:** Signage

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riwhi Way	50	60	30	**Reason:** Riwhi Way is a very short road that provides access to resdential dwellings in the Te Ngaere Bay coastal community. 60kph is inappropriate in an urban coastal setting. 30kph is consistent with the adjoining Wainui road at this location. **Infrastructure:** Signage
Rosella Road	50	40	40	**Consistent** **Infrastructure:** Signage
Rowsell Lane	100	60	40	**Reason:** Rowsell Lane is accessed off Opito Bay Road at the Opito Bay community. At this point, Opito Bay Road has a speed limit of 40kph. As such, it is appropriate that Rowsell Lane has the same speed limit. The carriageway is very narrow with limited turning. **Infrastructure:** Signage
Ruato Road	50	50	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Sammaree Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
School Road from Marsden Road to Joyces Rd	50	50	30	**Reason:** School zone. There is access to a significant carpark from School Road, although this is not the main entrance to the carpark. School Road then passes the school playing fields, which are fenced off. A main entrance to the school is also located on School Road, although this entrance is principally to an administrative block. The main car park and entry to the school is located on Joyces Road. **Infrastructure:** Signage
School Road from Joyces Rd to end	50	50	40	**Reason:** consistent with similar roads within small urban communities. **Infrastructure:** Signage
Scoresby Street	50	30	30	**Consistent** **Infrastructure:** Signage
Seaview Heights Road	50	40	30	**Reason:** This is a very narrow access road where 40kph is not safely attainable. **Infrastructure:** Signage
Selwyn Place (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Selwyn Road (Paihia)	50	50	30	**Reason:** Selwyn Avenue (Williams Street end) incorporates part of the Pahia CBD. The remainder of Selwyn Avenue is characterised by accommodation suppliers on both sides of the road. The Pahia Fire Brigade is also located on this road. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Selwyn Road Service Lane	50	50	20	**Reason:** This is a small road that provides vehicle access to service businesses within the CBD. The Service Lane also provides a convenient pedestrian access from Selwyn Road to the main Pahia Beach. In effect this Service Lane is an informal shared space zone. **Infrastructure:** Signage
Shepherd Road (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Silkwood Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Sir George Back Street	50	40	30	**Reason:** Part of Opua, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Skippers Close (Watea)	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Skudders Beach Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Smeath Road (Hupara)	100	60	60	**Consistent** **Infrastructure:** Signage
Smith Camp Road	80	60	30	**Reason:** Smiths Camp Road is a narrow, unsealed road that provides access to a Department of Conservation campground. The road is no exit. A slow speed limit recognising the potential for pedestrians generated by the campground supports a significantly slower speed limit. **Infrastructure:** Signage
St Andrews Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stella Drive (East)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Stella Drive (West)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Somerville Road	100	60	60	**Consistent** **Infrastructure:** Signage
Spinnaker Point	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Spoonbill Drive	50	40	40	**Consistent** **Infrastructure:** Signage
Stanners Road from SH10 to end of seal	100	80	80	**Consistent** **Infrastructure:** Signage
Stanners Road from end of seal to end	100	60	60	**Consistent** **Infrastructure:** Signage
Sullivans Road	50	40	30	**Reason:** This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tahuna Road (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage
Takou Bay Road from SH10 to Otaha Rd	100	60	80	**Reason:** This road is a good quality sealed road with centre lane marking. Although classed as winding, the majority of the road is made up of moderately long straights with curves. A speed limit of 60kph is unlikely to achieve a high level of compliance. An 80kph speed limit, consistent with similar roads is appropriate. **Infrastructure:** Signage
Takou Bay Road Otaha Rd to end	100	60	60	**Consistent** **Infrastructure:** Signage
Tanikaha Lane	100	80	80	**Consistent** **Infrastructure:** Signage
Taraire Road	100	60	60	**Consistent** **Infrastructure:** Signage
Tareha Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Tarutaru Lane (School Zone)	50	30	30	**Consistent** **Infrastructure:** Signage
Tasman Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tau Henare Drive	50	40	40	**Consistent** **Infrastructure:** Signage
Taumata Close	50	40	40	**Consistent** **Infrastructure:** Signage
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	60	40	**Reason:** Tauranga Bay Beach Road provides access to the small coastal community of Tauranga Bay, including beach access. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. The small coastal community is expected to generate significant pedestrian traffic from residential dwellings to access the beach area. **Infrastructure:** Signage
Tauranga Bay Beach Road from 20m before campground to end	50	60	30	**Reason:** The road environment transitions into an informal shared space environment from approximately 20m prior to the campground. The carriageway transits through a reserve and beach access area, which provides informal parking off the main carriageway. A slower 30kph speed limit is appropriate to recognise the informal shared space of this area. **Infrastructure:** Signage
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	60	**Consistent** **Infrastructure:** Signage
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	60	40	**Reason:** This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. It is recommended that this section of the road be consistent with Tauranga Bay Beach Road. A 40kph speed limit is consistent with small rural and coastal settlements. **Infrastructure:** Signage
Te Haumi Drive	50	30	40	**Reason:** Consistent with similar urban roads and streets. **Infrastructure:** Signage
Te Kahu Street	50	50	40	**Reason:** 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Te Karuwha Parade from SH11 to Bridge	50	50	40	**Reason:** 40kph is consistent with other urban coastal communities and adjacent roads. **Infrastructure:** Signage
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	**Consistent** **Infrastructure:** Signage
Te Kemara Avenue	50	40	40	**Consistent** **Infrastructure:** Signage
Te Kowhai Point Road	100	60	60	**Consistent** **Infrastructure:** Signage
Te Ra Road	100	60	60	**Consistent** **Infrastructure:** Signage
Te Tapui Road	100	60	40	**Reason:** This road provides for a residential community, which includes a church and a marae. A 40kph speed limit is consistent with small rural communities. **Infrastructure:** Signage
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	60	**Consistent** **Infrastructure:** Signage
Te Tii Road from Te Tii Rd Extension to end	100	80	40	**Reason:** An 80kph speed limit is inappropriate for a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. **Infrastructure:** Signage
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60	Variable 30	**Reason:** The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Te Tii Road Extension	100	80	40	**Reason:** An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. **Infrastructure:** Signage
Tepene Tablelands Road	100	60	60	**Consistent** **Infrastructure:** Signage
The Anchorage	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
The Anchorage East	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
The Lookout	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
The Ridge	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Thompsons Access	100	60	60	**Consistent** **Infrastructure:** Signage
Tikorangi Road	100	60	40	**Reason:** A 40kph speed limit is consistent with small urban coastal settlements and the adjoining Opito Bay Road. **Infrastructure:** Signage
Tohitapu Road	50	40	40	**Consistent** **Infrastructure:** Signage
Totara Place (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Tuatahi Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tui Place (Kerikeri)	50	30	30	**Consistent** **Infrastructure:** Signage
Tui Glen Road	100	60	60	**Consistent** **Infrastructure:** Signage
Tui Grove (Paihia)	50	40	40	**Consistent** **Infrastructure:** Signage
Urutawa Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Veronica Street	50	40	30	**Reason:** The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings. Preferred option is 30kph due to the narrow carriageway with no centreline marking. Access is gained from Coutts Street, which is recommended as 30kph. **Infrastructure:** Signage
Waikoura Road	100	60	60	**Consistent** **Infrastructure:** Signage
Waimangaro Road	100	30	60	**Reason:** Consistent with proposed speed limits on other similar unsealed roads. This road is narrow and is a no exit road with low density residential swellings. A slower 30kph speed limit is not considered appropriate. **Infrastructure:** Signage
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wainui Road from 50kph boundary SE of One Lane Bridge at Te Ngaere Bay to current 50kph/100kph boundary	50	60	30	**Reason:** There is an Urupa and a Marae at the southeast end of Te Ngaere Bay. The area is a typical Northland coastal settlement where beach access requires crossing the road from the houses and is a stopping place. A 30kph speed limit reflects the beach access across the road, location of the marae and urupa is appropriate. Consistent with Rihi Way. **Infrastructure:** Signage
Wainui Road from Tauranga Bay Rd to Whangaroa	100	60	80	**Reason:** The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads. **Infrastructure:** Signage
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60	Variable 30	**Reason:** School zone. All school activities take place on the eastern (school side) of the road, there is no need for children to cross the road. The variable speed 30kph during school hours will ensure the safety of school children and provide adequate measures to manage traffic flow around the school without the need for raised platforms. **Infrastructure:** Signage
Wainui Valley Road	100	60	60	**Consistent** **Infrastructure:** Signage
Waipapa Road from SH10 to 372 Waipapa Rd	70	40	60	**Reason:** Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. Residential and commercial development is consistent with rural medium density with most developments not having direct access to the carriageway. A 60kph speed limit is therefore considered appropriate. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	40	Variable 30	**Reason:** School zone. Harvest School has initially been classed as a Category 1 School, where students utilise the road environment to access the school. As a new build school that is not yet operational, determining final student movements is not possible at this time. Based on the available information, it has been assumed that the school will be Category 1. **Infrastructure:** Signage
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	40	60	**Reason:** Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. Residential and commercial development is consistent with rural medium density with most developments not having direct access to the carriageway. A 60kph speed limit is therefore considered appropriate. **Infrastructure:** Signage
Waipapa Road from 20m west of Edkins Rd to end	50	40	40	**Consistent** **Infrastructure:** Signage
Waipapa Landing Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Waipapa Road from SH10 to 50m before Landing Rd	80	40	60	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Waipapa Road 50m before Landing Rd to Roundabout	50	40	40	**Consistent** **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waipapa Landing Road Rab	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Wairangi Road	100	60	60	**Consistent** **Infrastructure:** Signage
Waitapu Creek Road	100	60	60	**Consistent** **Infrastructure:** Signage
Waitotara Drive	50	60	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Wakelin Road	100	60	60	**Consistent** **Infrastructure:** Signage
Waterview Place	50	50	40	**Reason:** Consistent with the recommended speed limit on Causeway Road where access is gained. Note: Causeway Drive could support either a 30kph or a 40kph speed limit, as such, the speed limit on Waterview Place will remain consistent with Causeway Road. **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wendywood Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Wentworth Terrace	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Whangae Road	100	60	60	**Consistent** **Infrastructure:** Signage
Whangaroa Road from SH10 to Wainui Rd	100	80	80	**Consistent** **Infrastructure:** Signage
Whangaroa Road from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (50m west of Kent St).	100	60	50	**Reason:** Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 50kph be extended from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (approximately 50m west of Kent Street). **Infrastructure:** Signage
Whangaroa Road from RP5311 (50m west of Kent St) to end.	50	30	30	**Consistent** **Infrastructure:** Signage
Wharau Road from Quines Landing to end of seal	100	80	80	**Consistent** **Infrastructure:** Signage
Wharau Road unsealed section	100	60	60	**Consistent** **Infrastructure:** Signage

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wharengaere Road	100	60	60	**Consistent** **Infrastructure:** Signage
Wharf Road (Haruru Falls)	50	50	40	**Reason:** Wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. **Infrastructure:** Signage
Williams Road	50	40	30	**Reason:** Williams Street is part of the CBD area of Paihia. Williams Road is a busy shoping area and the road is effectively an informal shared space. The remainder of Williams Road incorporates an off-road car parking area generating significant pedestrian traffic. The land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. **Infrastructure:** Signage
Wilson Road	50	50	40	**Reason:** Wilson Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. **Infrastructure:** Signage
Woodley Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Yacht Drive (Opito Bay)	100	40	40	**Consistent** **Infrastructure:** Signage
Yorke Road	50	50	40	**Reason:** Yorke Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. **Infrastructure:** Signage
Yorke Road (East)	50	50	40	**Reason:** Yorke Road (East) is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. **Infrastructure:** Signage

6 Speed Limit Maps

The following maps set out the speed limits described in Section 5. It should be noted that the maps contained in this Interim Speed Management Plan are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Interim Speed Management Plan due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

The following maps are included in this Interim Speed Management Plan:

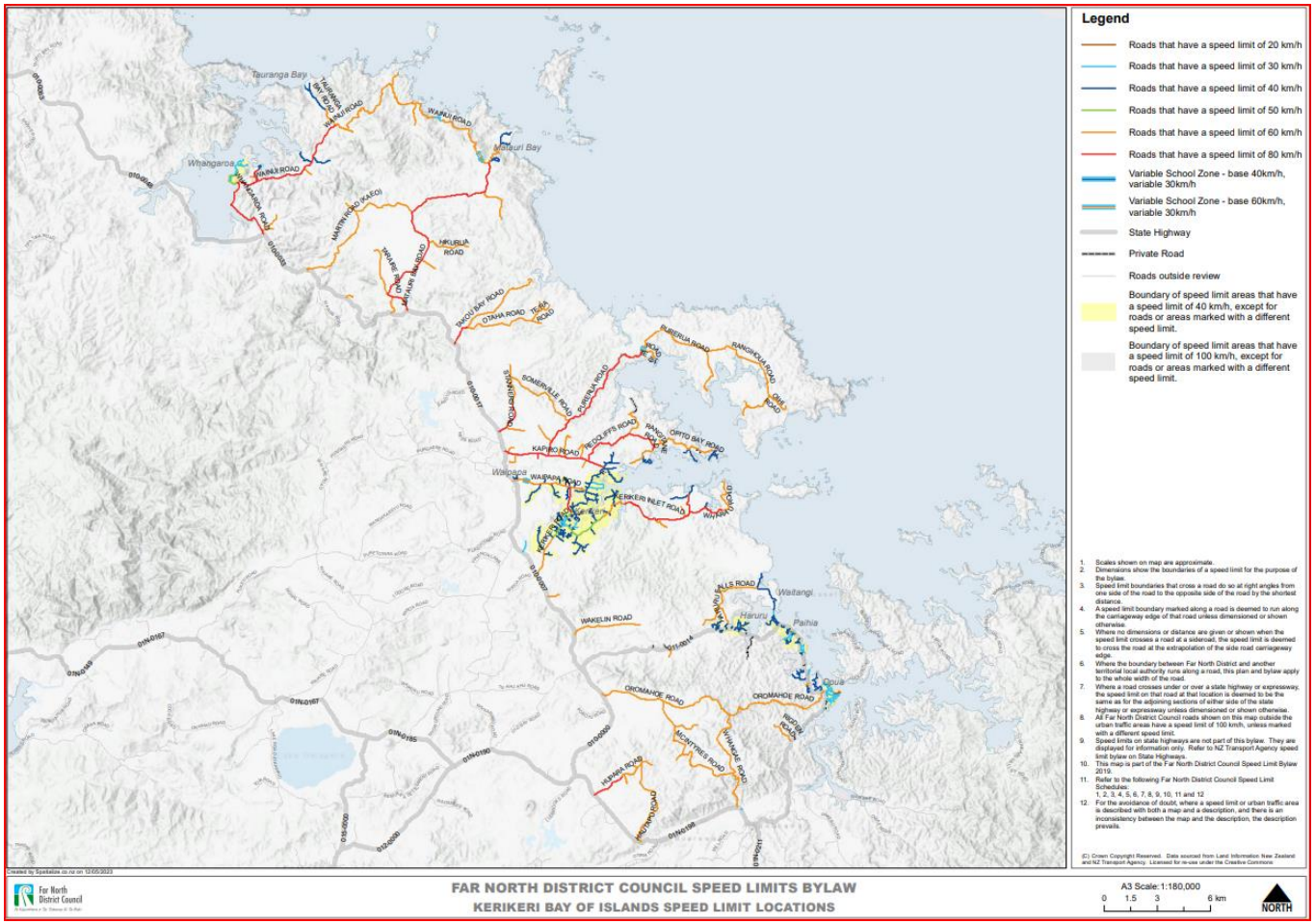
Urban Maps

- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

Schools

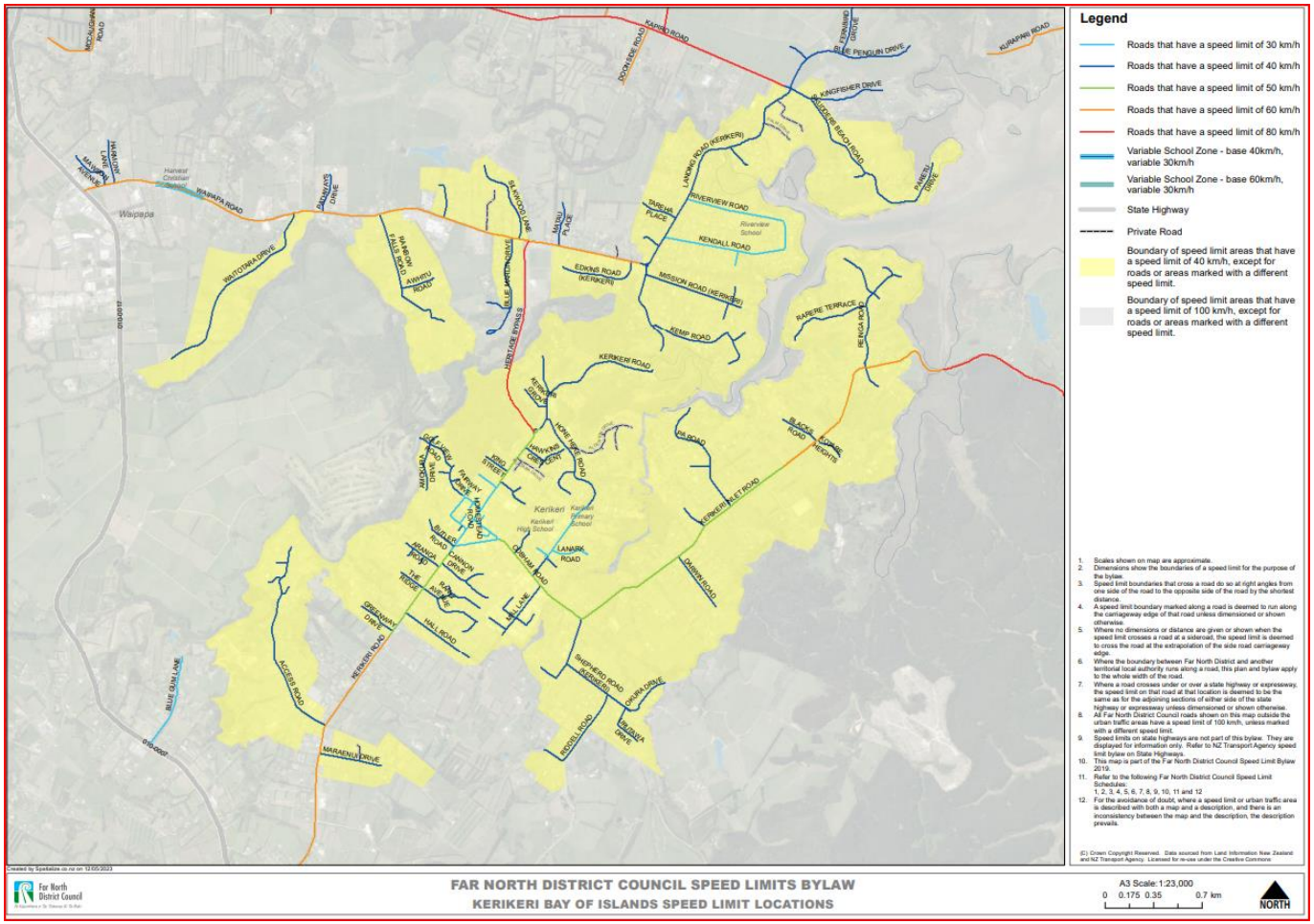
- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

Interim Speed Management Plan
Kerikeri Bay of Islands



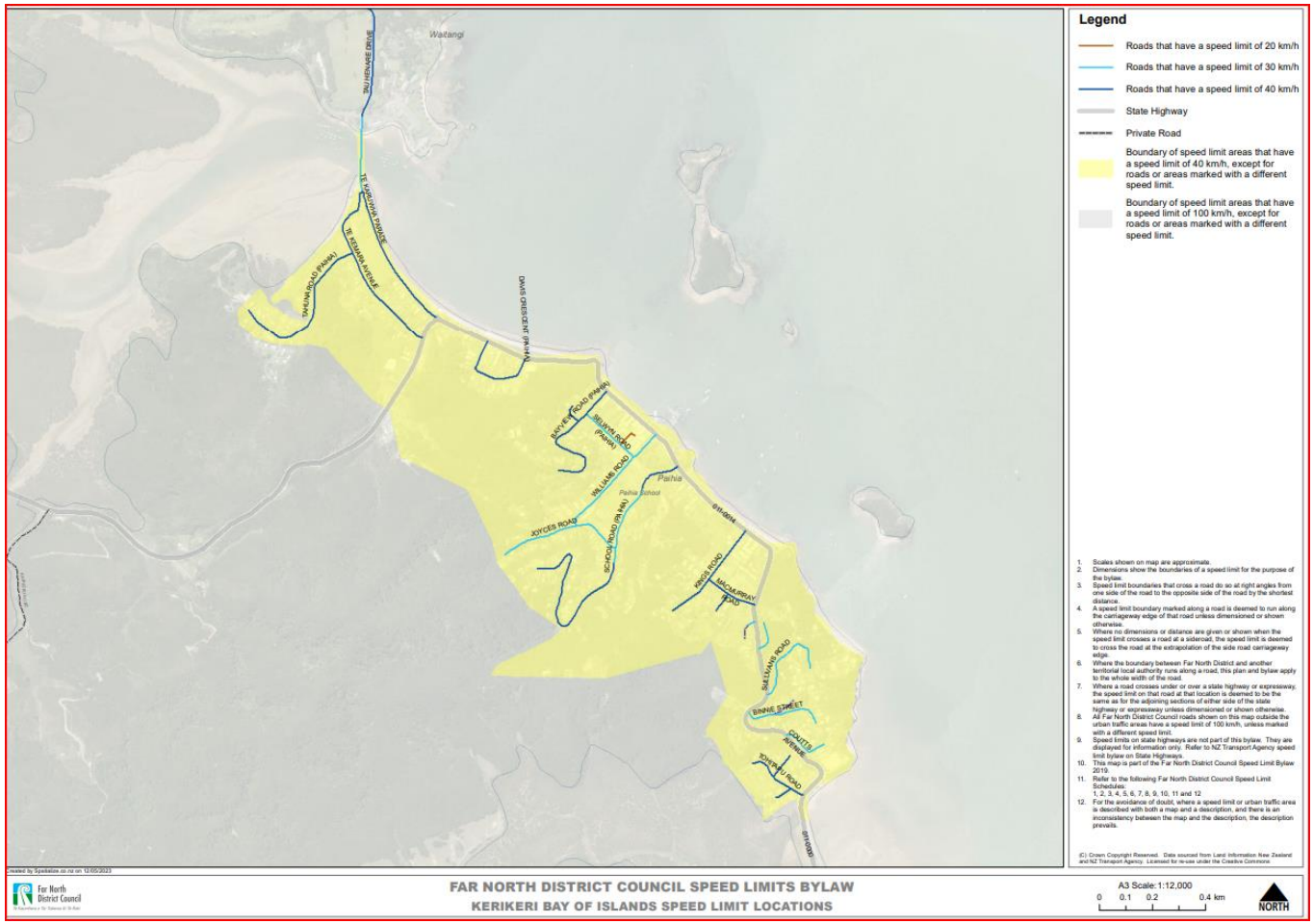
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



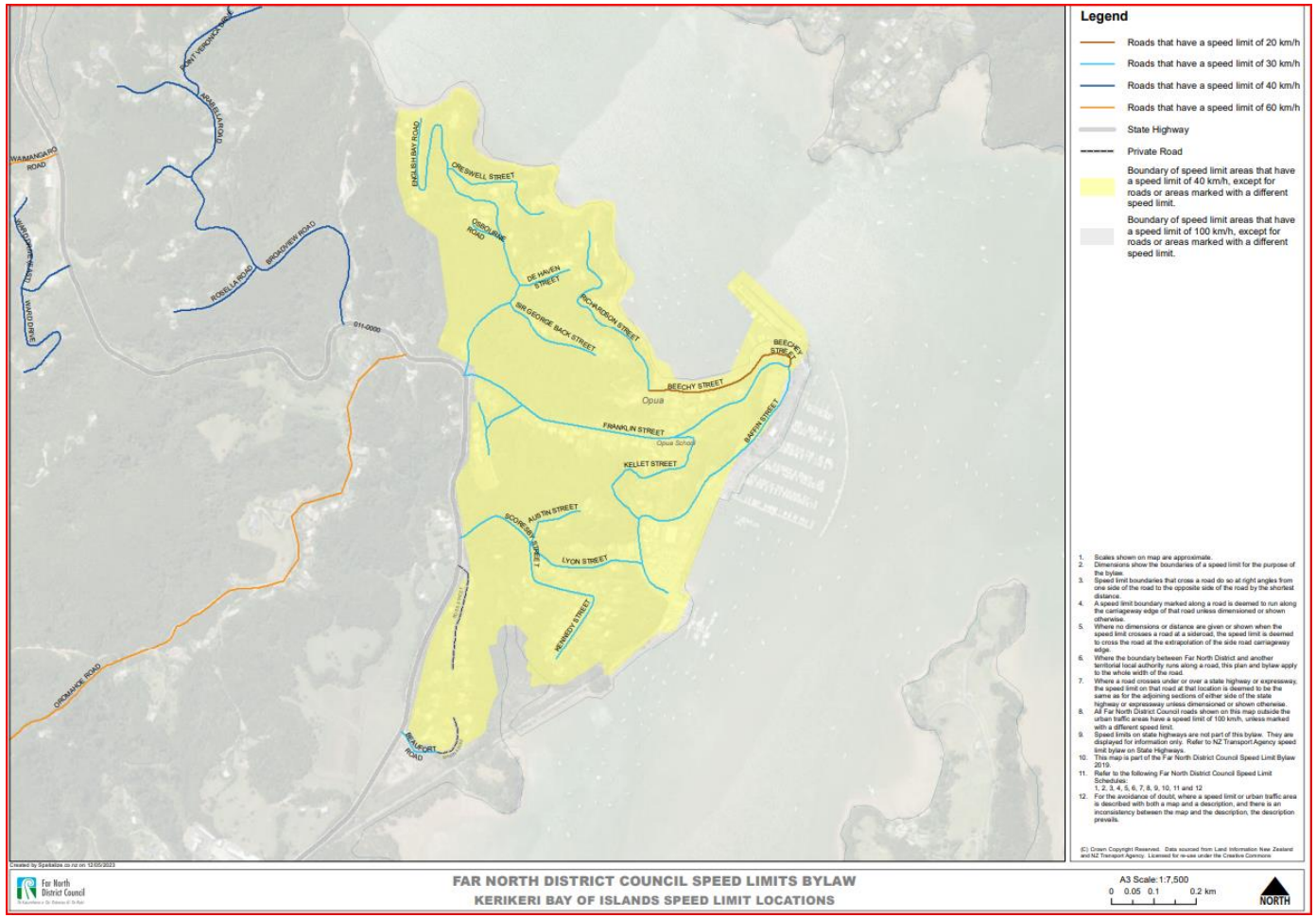
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

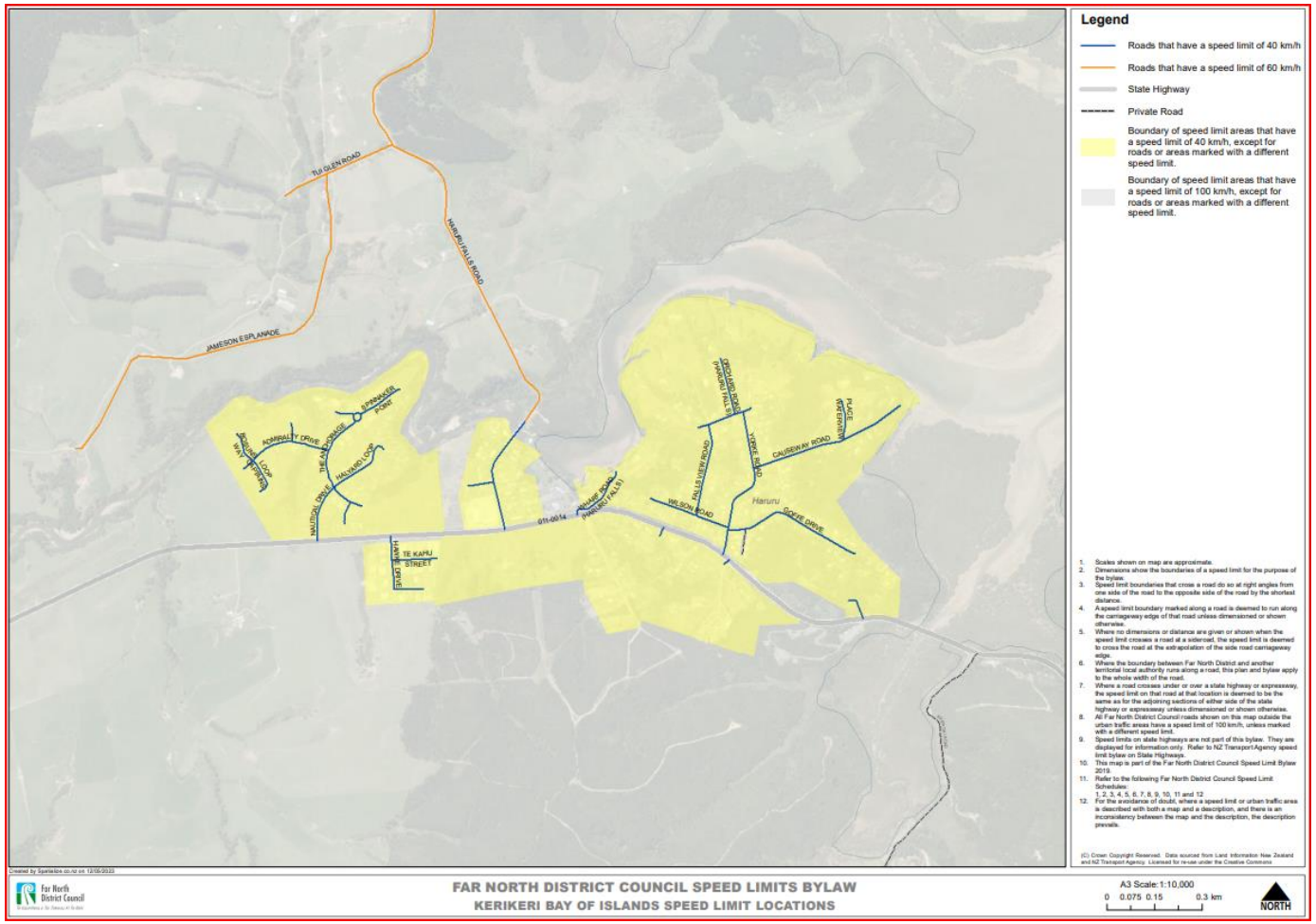


NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands

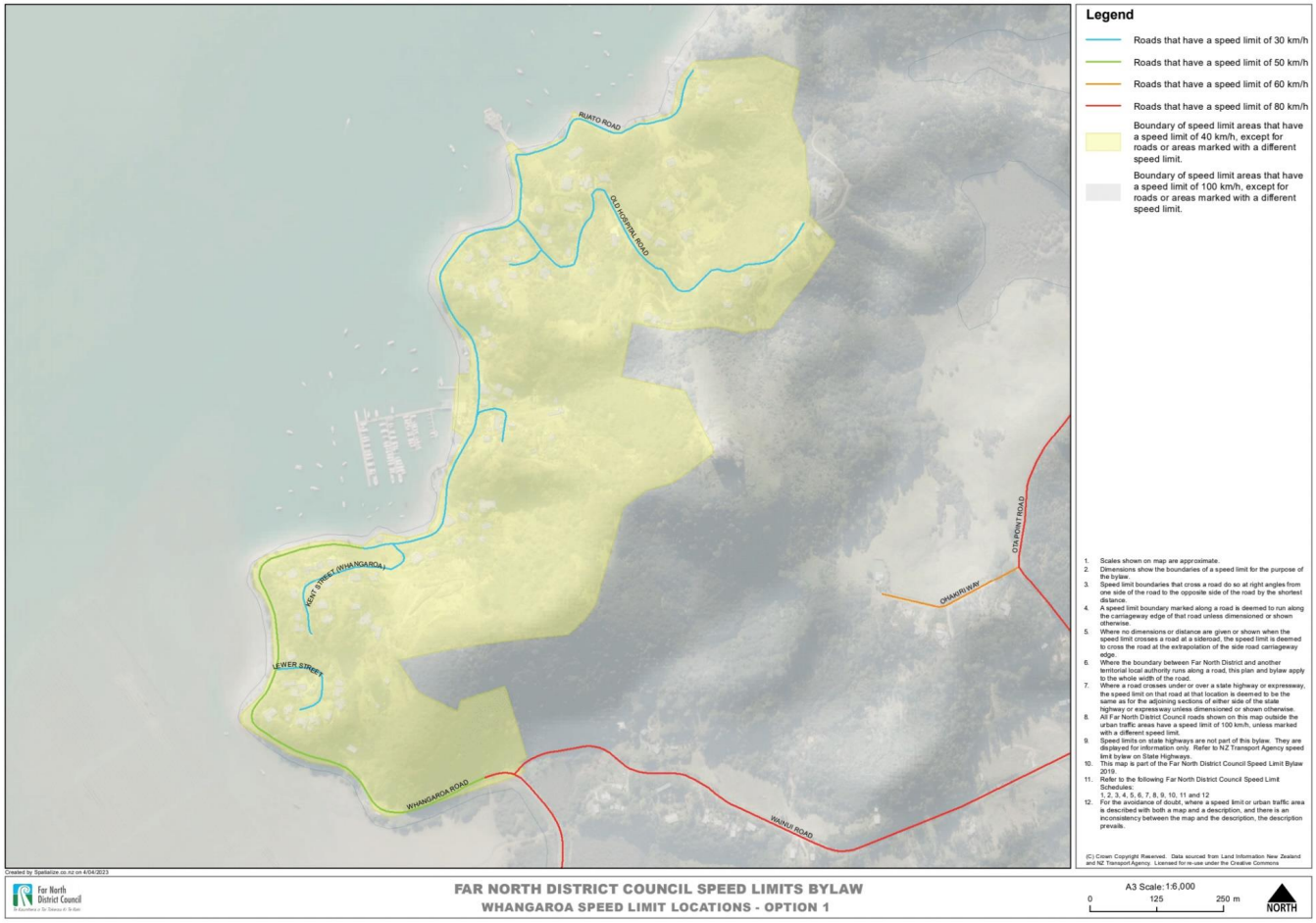


Interim Speed Management Plan
Kerikeri Bay of Islands



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

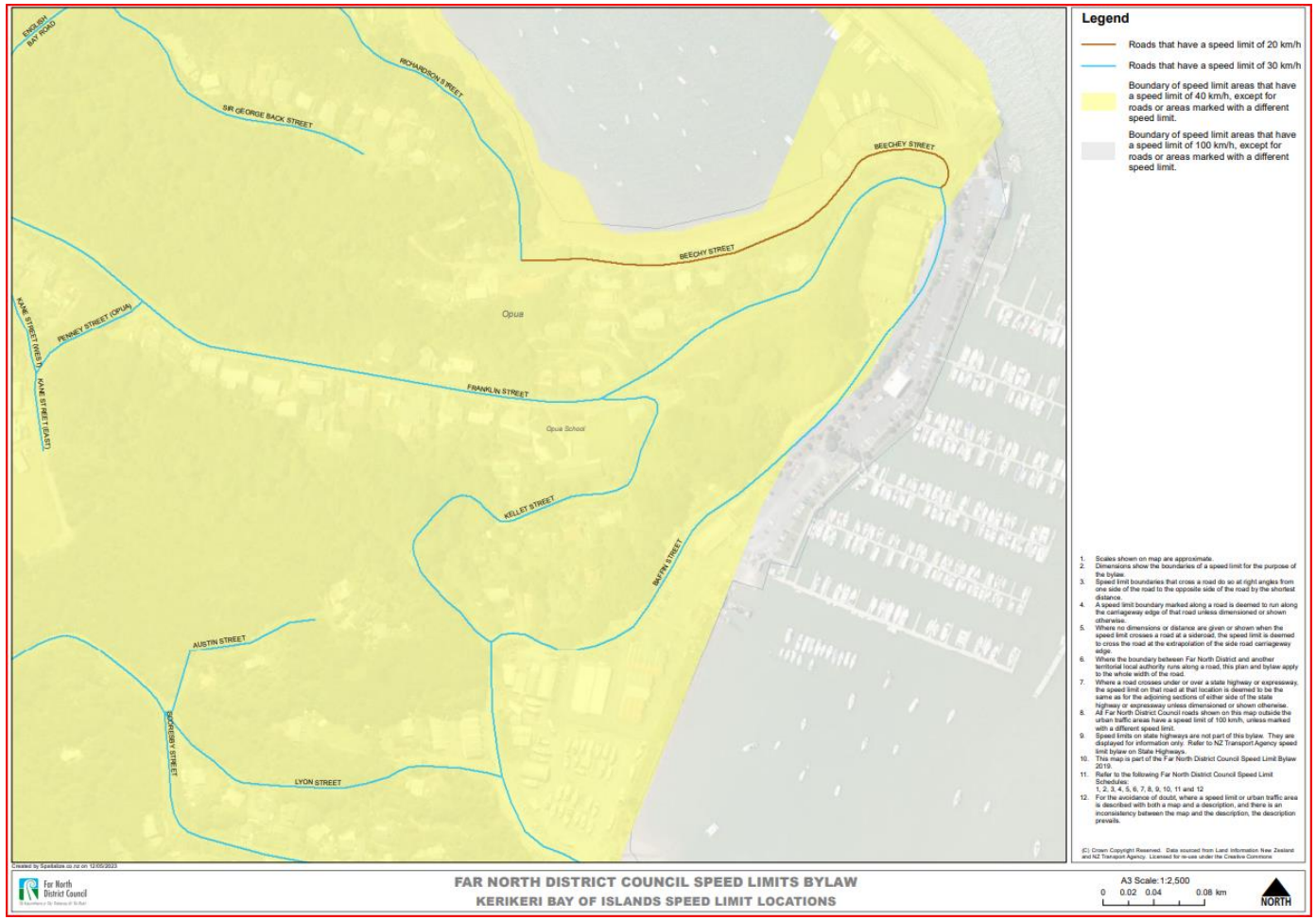
Interim Speed Management Plan
Kerikeri Bay of Islands



63

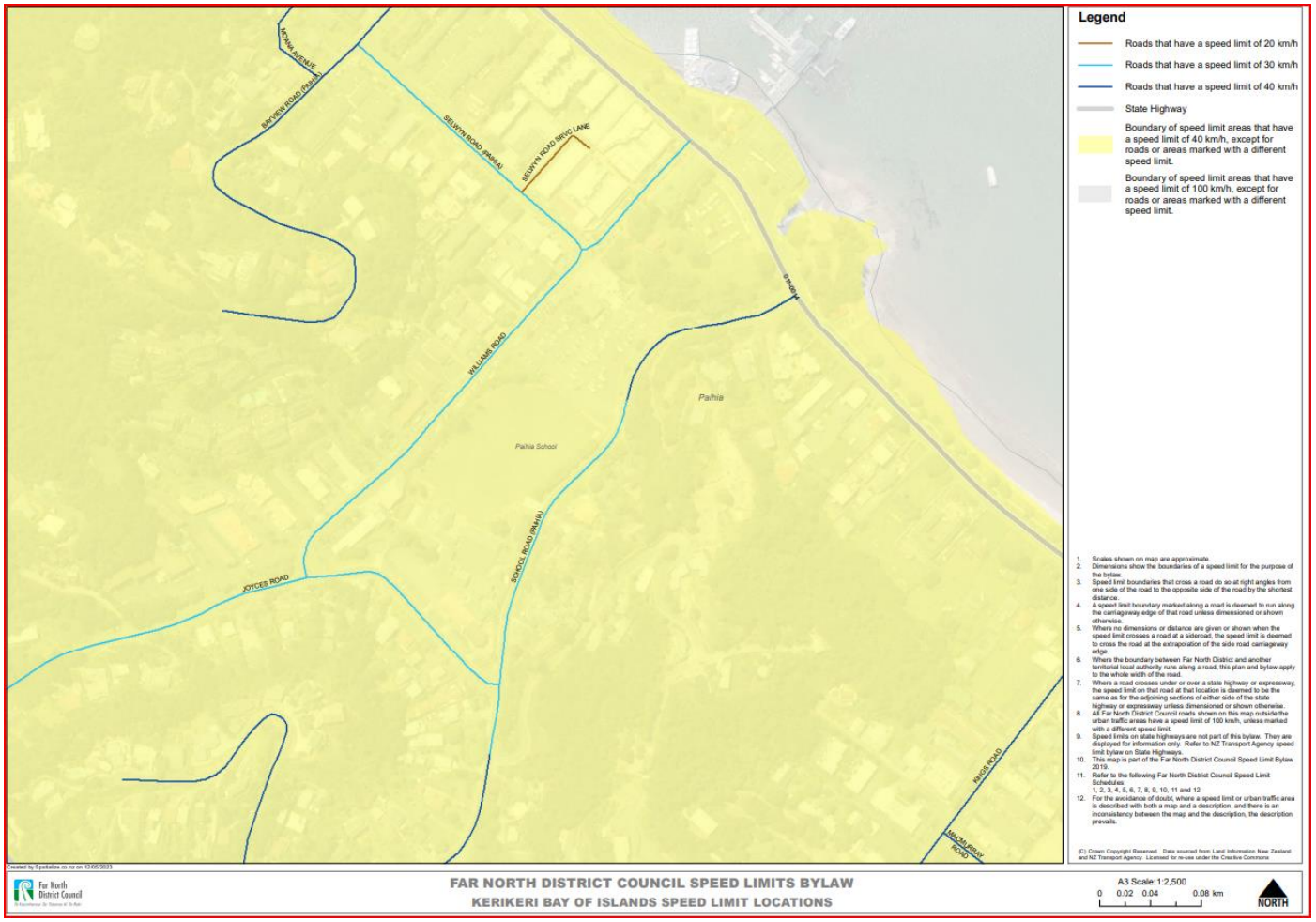
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



64

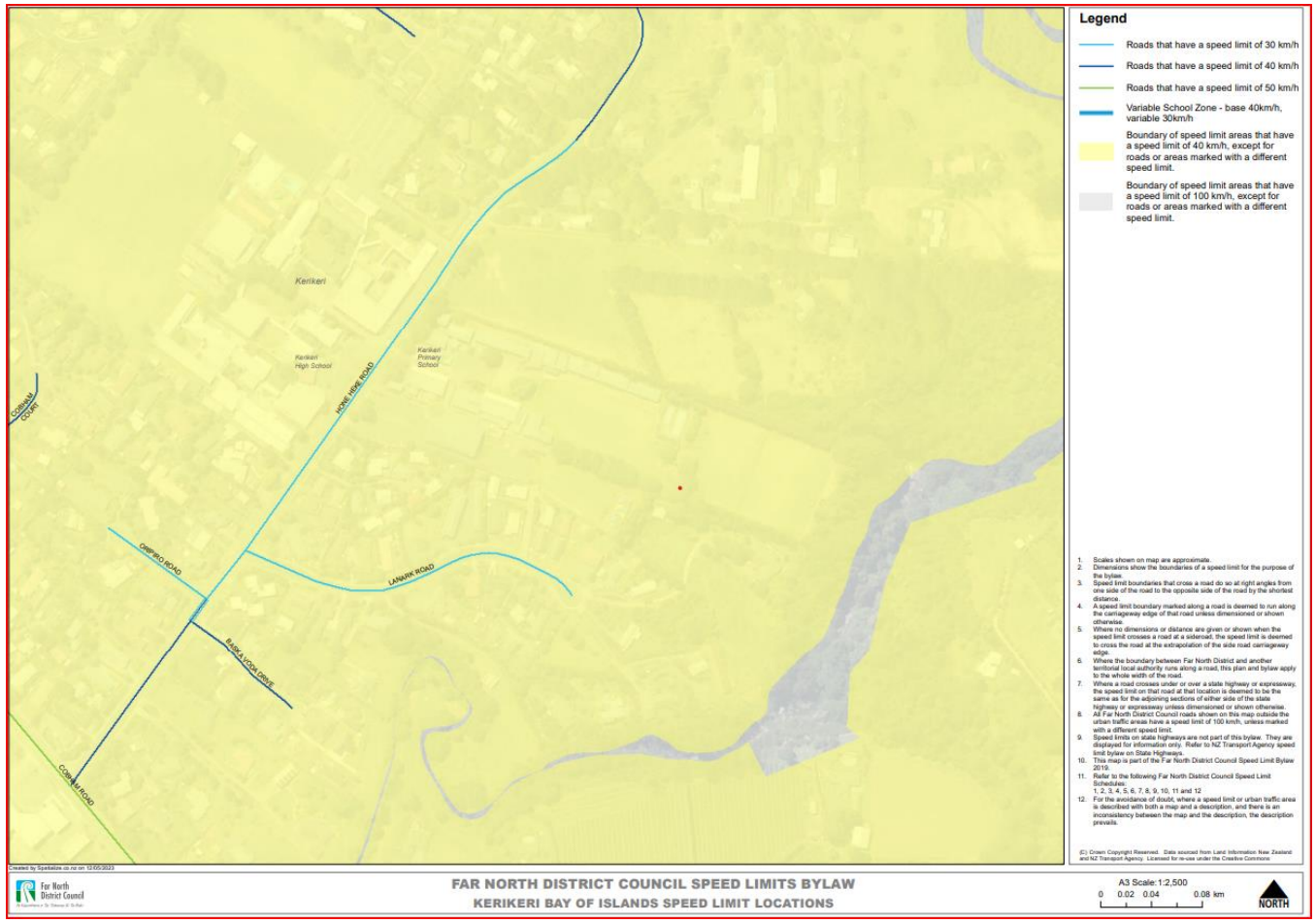
Interim Speed Management Plan
Kerikeri Bay of Islands



65

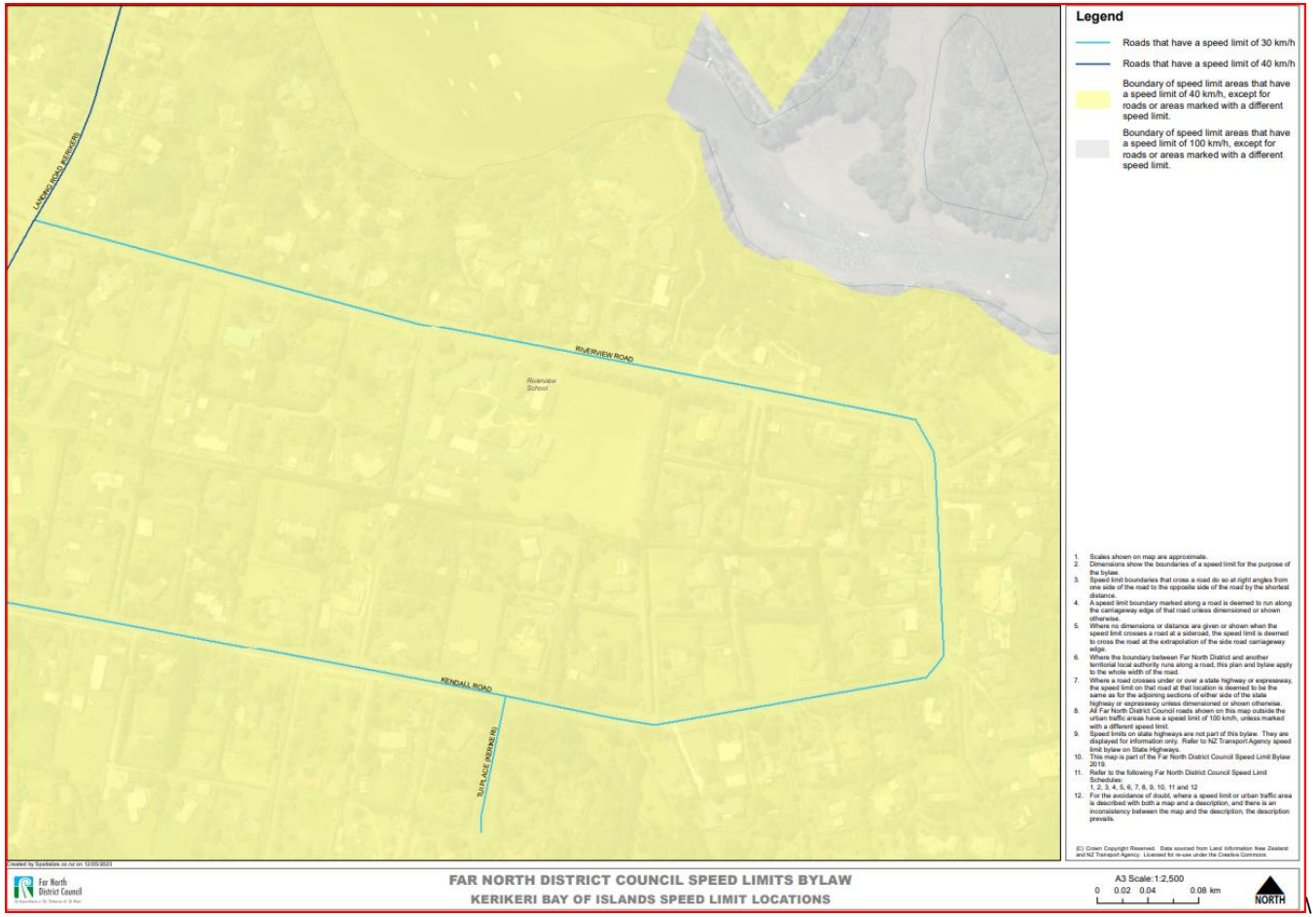
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



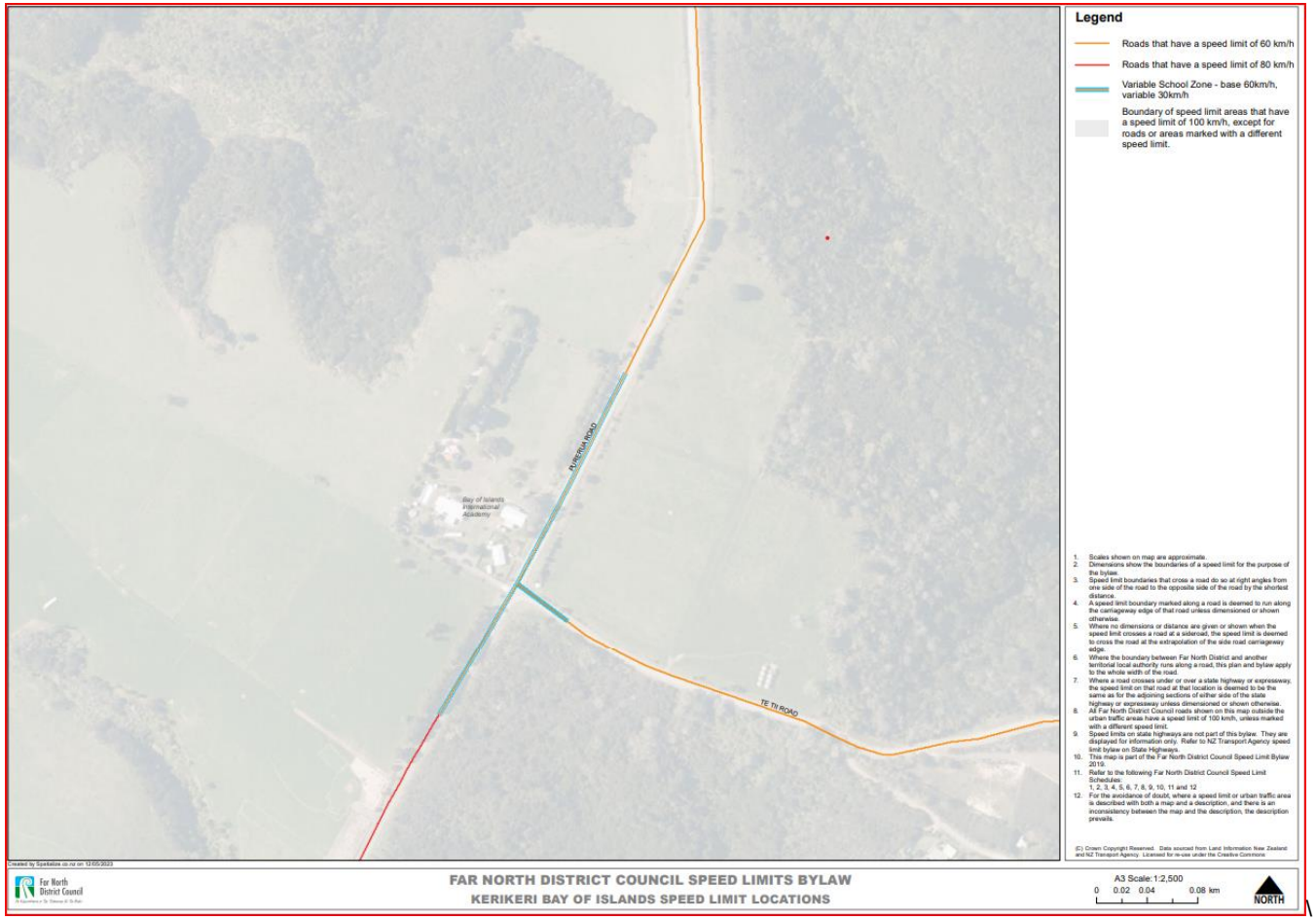
66

Interim Speed Management Plan
Kerikeri Bay of Islands



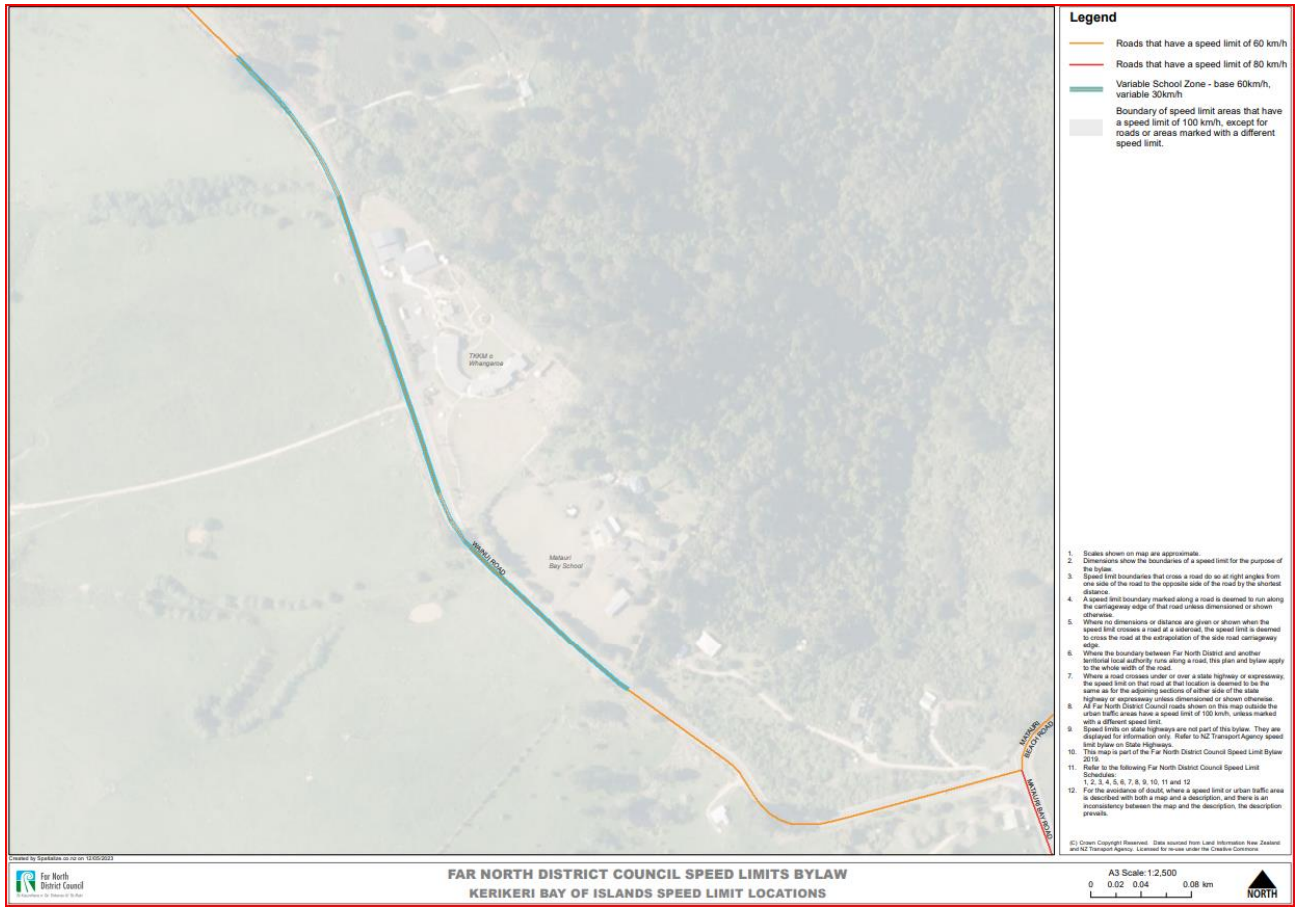
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



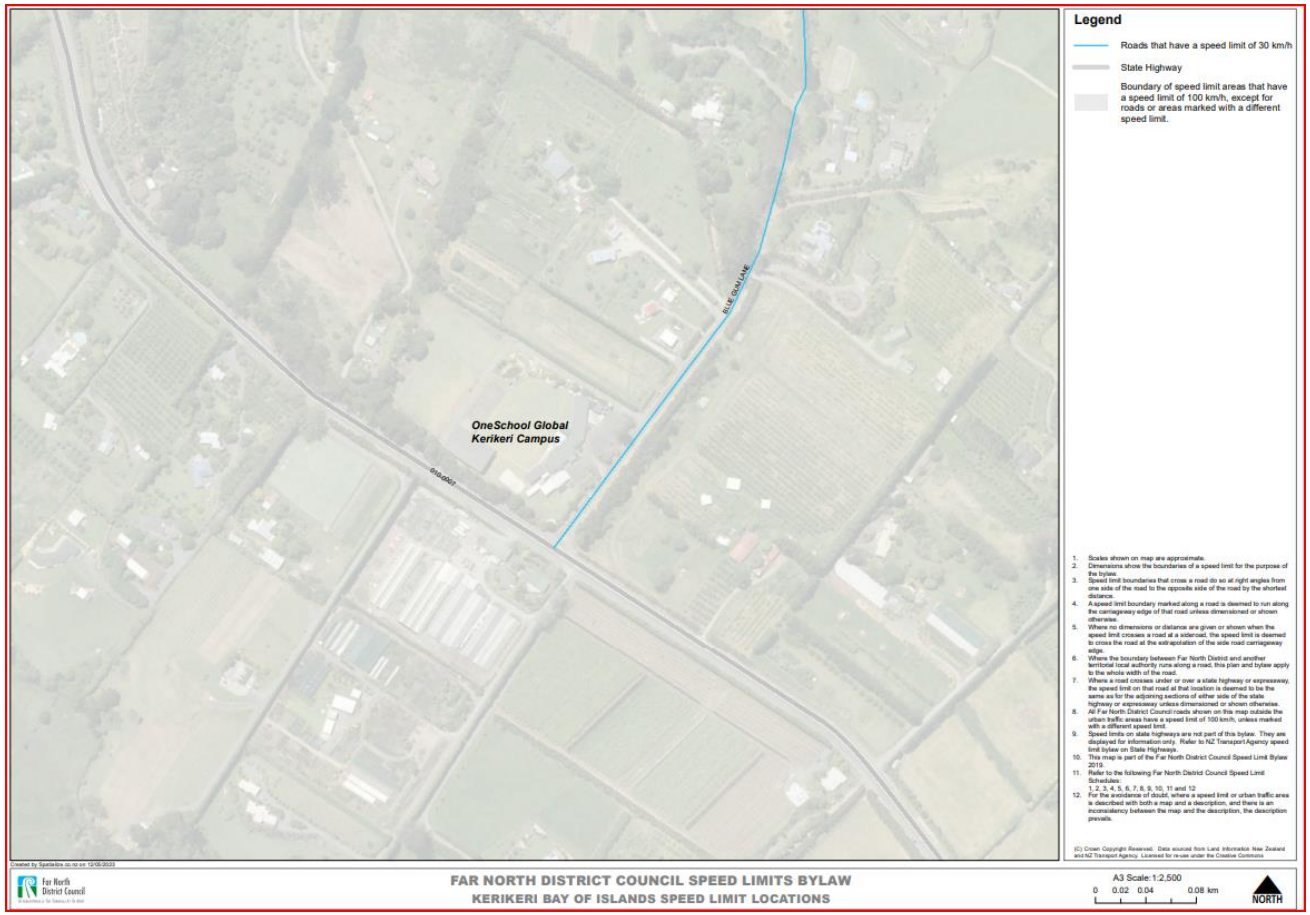
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



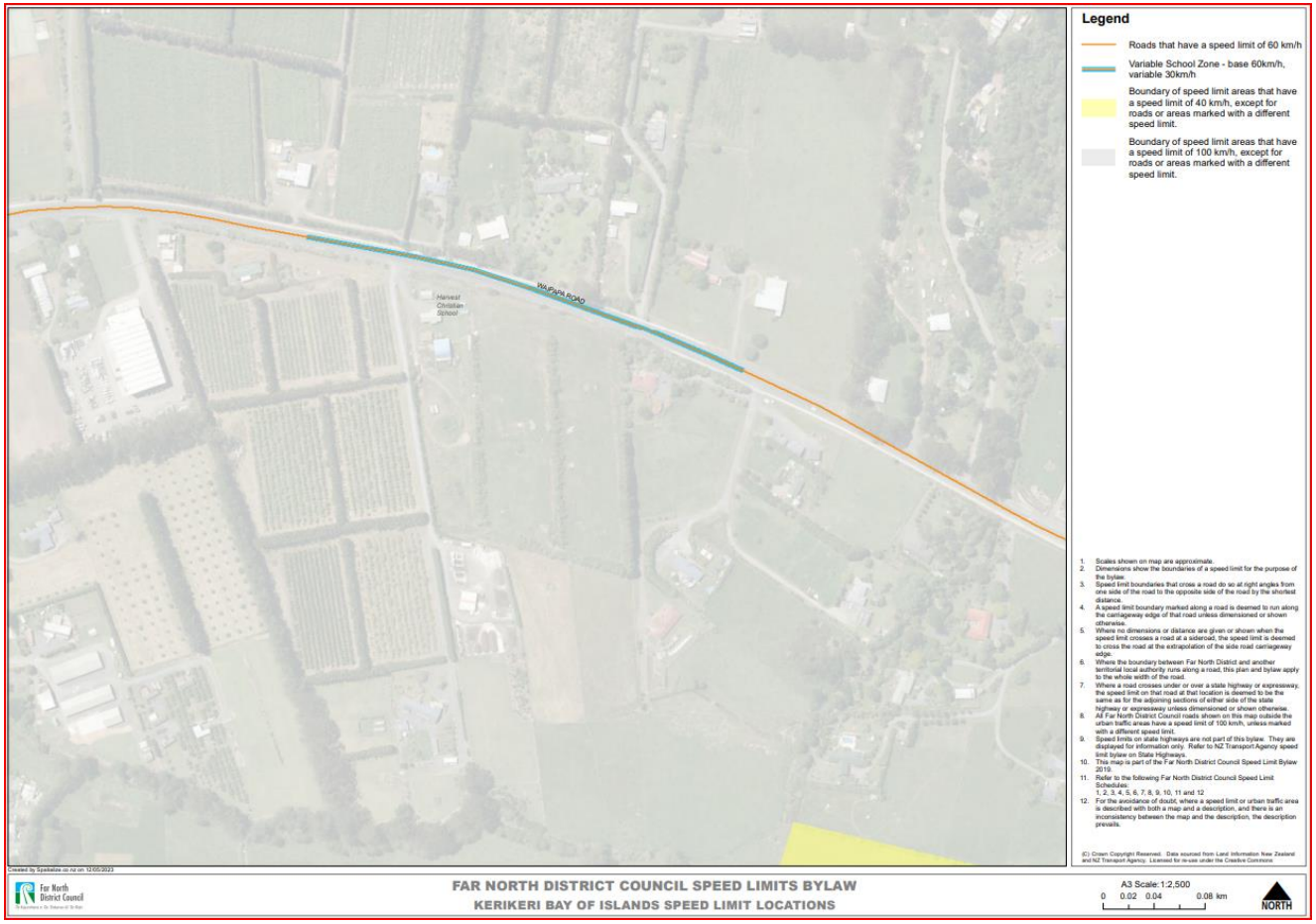
NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands



6.11 ALTERNATIVE OPTIONS - ASSET MANAGEMENT SYSTEMS

File Number: **A4209270**

Author: **Ian Larsen, IT Project Manager**

Authoriser: **Janice Smith, Acting Chief Executive**

TAKE PŪRONGO / PURPOSE OF THE REPORT

As requested by the Te Miromiro – Assurance, Risk & Finance Committee (Public Excluded resolution 2022/9-part d) on August 31, 2022), this report presents an assessment and recommendations relating to the approach to Asset Management within Council in the light if the Far North Waters Alliance reset, 3 Water Reform and the decision to terminate Programme Darwin.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- As far back as 2013, Council embarked on an ambitious project to replace a legacy Asset Management System (AMS) with a new solution.
- In 2018 it was decided that an Enterprise Class Asset Management Solution would be adopted.
- Only Technology One and Infor (IPS) provided responses.
- Infor were awarded the contract, but it was based upon a less featured, affordable on-premises offering that excluded some key features demonstrated to the selection panel during the procurement assessment.
- In particular, the Data Lake and "Living Asset Management Plan" features were demonstrated but not included in the procurement.
- In August 2022, the Assurance Risk & Finance (ARF) Committee endorsed a report recommending a suspension of the AMS project pending further analysis of the business needs in a vastly changed operating environment and identification of alternative solutions.

TŪTOHUNGA / RECOMMENDATION

That Council approves:

a) permanently terminating the deployment of Infor Public Sector (IPS) for non-3 Waters asset management

b) staff investigate an alternate, size-appropriate, fit-for-purpose system

c) staff continue working with the National Transition Unit (NTU) and Watercare to implement Far North Waters Alliance (FNWA) 3 Waters Asset Management on the appropriate platform

1) TĀHUHU KŌRERO / BACKGROUND

This report is prepared with consideration for the potential impact of the 3 Waters reform and the Far North Waters Alliance (FNWA) reset. The existing Northland Transport Alliance (NTA) structures will retain the responsibility for roading assets and therefore these assets are out of scope for this report.

The 3 Waters reform has imposed a cessation of local data transformation activities pending a final resolution of the reform; however, the ongoing business need of Council requires that we actively manage the 3 Waters assets of the District. The 3 Waters Asset Management function is expected to reside within the FNWA until a final disposition of the 3 Waters Reform is determined post the General Election in 2023. A separate initiative has been established that is taking Waters Assets into a 3 Waters NTU/Watercare asset management system for the FNWA.

The focus for ongoing activities will be on the District Facilities assets (incl. solid waste) and the processes that support the management of those assets. The concept of non-water asset

management has been broadened in this report to include **ANY** asset under Council control that requires formal management.

The scale of the remaining asset management business need should be considered as a response to the number of assets that would be under formal management. Currently, the scope only includes approximately 6,500+ District Facilities assets. This would tend to indicate a more compact, size-appropriate solution should be sought. Even when considering other assets the Council manages, that were not in the original scope but that could be placed under formal management, the number of assets does not climb to a level where an enterprise class platform (e.g. Infor IPS) is appropriate. Market analysis of medium scale systems has, therefore, been carried out to provide input to this report.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Council Asset Management framework

Non-Water Assets remain in the Council remit for financial prudence irrespective of the outcomes of any potential future outcome of the 3 Waters Reform. There are more assets in Council than those currently and solely governed in the Infrastructure Asset Management arena. The high-level requirements developed several years ago have been reviewed in this context.

The high-level outcomes for any solution to support Asset Management functions are:

- A consolidated asset register
- The ability to identify and monitor critical assets
- Understand the asset register in terms of condition, performance and risk
- To develop and operate assets plans across the complete lifecycle
- Demonstrate an evidence-based renewal programme
- To scope, plan and execute a capital works programme
- To understand the financial implications of assets
- The ability to record, store and retrieve key artefacts (e.g. plans, images)

Data Quality

Perhaps one of the most critical aspects of any system that helps organisations manage their information is the issue of the quality control of the data involved in the system. For several years now, the asset data in the IAM area of Council has been managed in what has been inaccurately referred to as a “spreadsheet”. This data source is effectively a flat structure wherein all data for any singular asset is held in a single record with zero system-imposed controls to ensure data quality with a significant reliance on the experience and knowledge of a very small group of experienced staff. This legacy data has no ability for historic record keeping nor any audit trail of actions.

The primary aim of systematization of asset data is to implement processes and controls that ensure the consistent recording and updating of information related to the assets themselves. This is imposed by the use of standard data structures (e.g. use of the BIM data standards), common data entry from lists and the creation of cross-referencing in the core database. For example, creating a data hierarchy which can group assets by class/type and sub-class/type.

The challenge facing Council is to take the unstructured and ungoverned data from the legacy dataset and insert it into a competent system. Some of the activities will be:

- Update of data for spelling errors and other nominal errors
- Design of the data transformation algorithms for the chosen platform
- Replace incorrect data elements with standardized values
- Eliminate redundant data
- Inject additional data relevant to the new data hierarchy
- Verify all assets are cross-referenced in other Council systems (e.g. FMIS)

Infrastructure Assets classes included:

- Facilities
- Solid waste

Additional asset classes under consideration

- Fleet
- IT infrastructure
- Non-tangible assets
- Digital Assets

Assets NOT included in the report scope

The growing number of internet-connected telemetry (IoT) devices are not included in the scope of this review. These assets may be managed in a specialised system that focuses on telemetry-based management and reporting of such devices. This is due to the nature of most AMS systems investigated not being focused on operational telemetry data but on the life-cycle management of the assets themselves.

Those assets that are in the presumed initial scope of the 3 Waters Reform are being dealt with in another, separately funded, activity focused on establishing the Far North Waters Alliance. This includes fresh water, wastewater and stormwater point/static and linear assets. Until and unless the 3 Waters Reform dictates an alternative, these assets will move into the platform which will be identified by the appropriate authority.

Because of the FNWA activities surrounding 3 Waters assets, this report assumes that those assets and any system hosting them do not factor into considerations.

Analysis/Findings

Business process change

Attached to this report is a review conducted on People, Processes and Tools related to Asset Management which highlights a broad range of opportunities to improve. Additionally, the implications of both the 3 Waters Reform and the FNWA significantly change the Asset Management scope and purpose. Consequently, this report proposes that the recommendations in the review related to the practices of the wider asset management community within Council be reviewed and seriously considered for inclusion and implementation in the changed context.

This structural review should include other areas of the Council that are custodians of assets of considerable value that require financially prudent management. Areas identified as candidates for revision of asset management practices are:

- District Facilities (originally in scope)
- Finance
- Vehicle Fleet
- IT Assets

The adoption of an Asset Management System for non-3 waters assets is important to the understanding of Councils' social infrastructure and asset operating costs. The information gathered in the system can help to inform future needs, which links to the development of a Development Contribution policy for identified growth requirements.

Data Migration/Quality action

It is acknowledged that there has been significant work done on preparing for migration from the "interim" solution to the Infor IPS platform. This work is not a sunk cost and can be built upon to move data to a selected solution. The project team settled upon the BIM Standard 2.01 as the basis for the new data hierarchy for non-waters assets. This standard (or an updated version) can be applied universally to any target system. Where the BIM standard does not apply (e.g. solid waste), a similar applicable standard or best practice will be sought.

The effort required to move to ANY target system is significant and will involve specialist data practitioners as well as operational staff with specific knowledge of the assets under migration. The expertise of these operational staff is essential to enable clarification of asset information to comply with the identified standard(s).

Options

In order to compile this report, the team conducted some additional market research into the availability of size appropriate platforms for asset management. Additional investigations were undertaken to look at alternative solutions to the problem. The following are the high-level assessments of these research findings. The analysis is broken down into 3 main categories:

1. Do nothing
2. Carry on with the existing plan
3. Do something different

Please note: A further and more expansive budget process would be needed for any selected option. All due care has been given to providing fair and comparable figures for each option. Where the additional solutions have been assessed, a formal and standardised Request for Information (RFI) was conducted to ensure information gathered answered a common set of "Desired Outcomes".

Alternatives considered

The following have been considered in the process of preparing this report and developing recommendations:

- Do nothing
- Continue to use the IPS platform as planned
- "SPM Assets" as a SaaS platform
- "Univerus Assets (Asset Finda)" as a SaaS platform
- "CityWorks" as a SaaS platform
- "Blackhawk" as a SaaS platform

For full detail on the alternatives considered, refer to the **Appendix 1: Appendix to Alternative Options - Asset Managment Systems**. The appendix describes each option and lists the "Pro/Con" analysis for each along with financial implications where appropriate.

Appendix 2: Far North District Council – Service Review Report *will be distributed electronically due to the size of the document – 62 pages.*

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The analysis of a recommended option is complicated in this situation due to the existence of 3 possible futures for the Council in terms of asset management.

One outcome is that the proposed 3 Waters Reform plan (as currently understood) will proceed as intended and this will divest the Council of the responsibility for 3 Waters infrastructure (subject to resolution of the scale of Stormwater assets inclusion) irrespective of any FNWA activity in the interim.

Secondly, it may eventuate that a change of central government policy may abandon the current reform plan but may also continue to identify the need for some level of reform. In either case, the Council would need to completely revise (again) the proposition of 3 Waters asset management

Thirdly, a change of government policy may completely abandon the 3 Waters Reform imposing ongoing responsibility of infrastructure assets back on the Council.

As this review has been framed in the context of only those assets that will remain under Council control irrespective of the outcomes of the 3W reforms or the FNWA, the recommendations herein are made exclusive of these considerations.

Staff have assessed the above options and are recommending the following actions:

1. Complete cessation of the activities toward the implementation of Infor IPS (rather than the temporary "hold" initiated in August of 2022)
2. Execution of a limited market search from 3-4 vendors be conducted to source a more size appropriate asset management platform.
3. Revision of the project budget aligned to the selected product and the organisational changes

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The recommendations in this report are primarily influenced by the need to review the scope of the AMS project in the context of the 3 Waters Reform and/or the FNWA related structural changes.

The Elected Members will need to decide if there is an appetite for the capital and operational investment required. The remaining approximate $570k capital funds in the LTP allocation can be utilized and/or reallocated and the projected $70k annual IPS licence OPEX allocation can defray the operational cost of any selected SaaS solution. The challenge the Council will face relates to the recent advice on how to account for SaaS platform costs.

ĀPITIHANGA / ATTACHMENTS

1. Appendix to Alternative Options - Asset Managment Systems - A4179568 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report relates to the LTP Strategic Priorities: • Better data and information • Affordable core infrastructure • Address affordability
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Asset Management is a District-wide activity. Specifically, the District Facilities area of Council operations is the focus of this report.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	This report has implications on all members of the Far North District community including Māori with respect to fiscally responsible operation of the Council.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	All ratepayers in the Far North District expect that the staff of the Council conduct operations in the most fiscally prudent manner possible.
State the financial implications and where budgetary provisions have been made to support this decision.	Budget requirements will need to be amended once an alternative solution has been identified
Chief Financial Officer review.	The CFO has reviewed this report

Appendix to the Asset Management Report

Option 1 – Continue to use the interim database (do nothing)

"Do nothing" is not realistically an option for managing expensive assets within FNDC. The continued use of the interim database comes with the responsibility to pragmatically review data standards and apply various changes to improve the non-waters Asset Management practice in the FNDC. The current processes and organizational structure are characterized by a high degree of human error, a reliance on manual processing, and an overreliance on the specialized knowledge of a limited number of employees, rather than being embedded within well-documented business procedures Confidence in data will continue to be low. At the least, some system controls need to be placed over the data capture involved in the interim solution.

Pros:

- No additional capital expenditure
- No additional operational expense
- Staff are very familiar with the mechanisms for managing asset data

Cons:

- The number of staff familiar with the process is reduced as most have transitioned to FNWA
- Organisational reluctance related to necessary practice change to enforce data quality may complicate the adoption and revision of process changes
- Ongoing data quality issues due to the "human factors" involved
- Lack of a standards-based data hierarchy controlling data grouping
- No system-based controls on data capture
- No ongoing historic data
- Ongoing dependence on specialised staff
- Potential contravention of statutory obligation for records keeping
- Continuing inefficiencies
- No inclusion of additional assets into the processes

Cost:

The financial implications of this option are challenging to determine with precision. The implementation of FNWA has resulted in a fundamental shift in the staffing of the IAM asset management function. As a result, it has become challenging to accurately assess the current state of affairs. Furthermore, there is a concern that retaining personnel with the necessary level of expertise and experience to manage the existing tools and procedures may prove difficult. This could lead to an increase in costs associated with lower efficiency, increased staff training expenses, and a higher rate of errors that require remediation

Option 2 – Continue to target the Infor IPS platform (existing plan)

Infor IPS has been established under the AMS Project and is available to be used as the system of record for managing assets. Given the availability of IPS as a platform and the existing knowledge of staff related to this platform, it is reasonable to consider using IPS for all the assets under management by the FNDC.

If this decision is made, it would result in FNDC having to rely on a costly platform that is not suitable for the revised asset management model (which involves managing around 8,000 assets) and has been shown to limit some of the necessary reporting and planning capabilities.

The platform also has the ongoing implication of missing dynamic reporting and the data lake desired in the original RFP. This presents a set of limited functionalities available at a significant operational cost when considering the volume of assets under management in the Council. It may be possible to create a data warehousing function that will allow for internally created dynamic reporting This would require additional capital funding which can be included in the FY24 annual plan.

Pros:

- Using an established platform requiring no additional system knowledge
- Does not delay implementation due to a procurement process
- Previous data migration efforts can be leveraged efficiently
- Would enforce standardised behaviours within asset management staff

Cons:

- Would require a significant replanning to revise the scope, time and cost of implementation
- Ongoing committed capital and operational funding in a very high-cost platform out of proportion to the number and type of assets being managed even when adding non-IAM assets into consideration
- No dynamic reporting without a significant increase in platform licences and further capital cost for professional services
- Significant additional capital cost to establish a “Data Lake”
- Requires significant ongoing operational support as an “on premises” infrastructure which is no longer best-practice
- Product capabilities for spatial planning are not well understood
- Upgrade path to a “Cloud Suite” version of IPS Software-as-a-Service (SaaS) platform is a significant operational cost
- Cost/Benefit of on going operation to asset volume is significant
- On premises upgrades are prohibitively expensive

Cost:

The remaining budget of the current AMS Project is approximately $570k which would be fully used on the technical changes. It is estimated that more than $250k would need to be sourced to implement the dynamic reporting and data lake features. Additional funding would also need to be identified to clarify and implement the process and structural changes required to make IPS-based asset management efficient and effective within the FNDC. There is also an ongoing annual operational cost of approximately $70,000-$80,000 in annual licence and support costs excluding the cost of any additional licences acquired for extended functionality.

Option 3 – Shared Platform

This option sees the FNDC seeking to partner with one or more other local authorities to combine their asset management needs into a single, shared platform. This would, at the least, reduce the operational cost for licencing and infrastructure costs. There has been a great deal of discussion at the national level among central and local government bodies on the topic of sharing IT platforms to reduce operational costs. This has significantly influenced the direction this report has taken in terms of recommended actions.

Investigation has pointed staff to various potential partners including:

- Auckland City Council (tenant on an existing platform)

- WDC/KDC/NRC (implement a new shared platform)
- Other Councils outside the Northern region

Pros:

- No FNDC responsibility for maintaining an isolated platform at significant cost for the size of the asset pool
- Potential to use an existing, mature platform if partnered with a council already operating a competent system
- Lower cost of operation by pursuing a “per user” model
- Fast implementation if we opt for a partnership with an established partner
- Lower impact on IT Operations team for application support if we join an existing system
- Possibility for FNDC to become a “centre of excellence” if we take the lead role in the northern region
- Previous data migration efforts can be leveraged
- Possibility to leverage an existing “Centre of Excellence” existing platform
- Alignment with the concepts laid out in the Future for Local Government draft report(s) with respect to a shared IT platforms

Cons:

- No identified target new platform at this stage requiring further time for market selection
- A potential for a lengthy negotiation if we opt for a greenfields partnership (i.e. new platform with new partners)
- Complication of having to re-invest capital and operational funding if the shared-platform model breaks down
- Less control over the Asset Hierarchy definition/standard
- Bureaucracy related to data governance/ownership
- Requires alignment of a multitude of asset management practices to create a shared paradigm
- Data migration design is unidentified

Cost:

While this is an approach that seems to be included in the draft Future for Local Government report, the actual implications of a broader shared platform policy have not been fully established. Consequently, any cost to implement a share platform model would be purely speculative at this point.

What can be legitimately claimed is that the sharing of a solution will result in:

- A reduction in ongoing IT support costs,
- Elimination of some IT capital costs,
- Lower initial investment and
- Removal of vendor support arrangements.

The degree of reduction in these costs would rely entirely on the number of participants in the share service, the agreement on any proportional distribution of shared cost and the

agreement on a shared set of policies and procedures that would ensure a single, consistence usage model is maintained in the chosen system.

Option 4 - SPM Assets

SPM Assets is a software designed for the management of physical assets and inventory, including tracking and managing asset data, location, and maintenance. It offers features such as barcode scanning, inventory management, and asset tracking.

SPM Assets is a SaaS product that sits squarely in the District Facilities asset management space. It specialises in the management of building and point assets with a comprehensive dynamic reporting package. The product is licenced based upon the specific modules desired so cost can be tailored to specific needs.

Pros:

- Has a mobile platform (responsive web app)
- API package available
- Includes Building/Property and Component/Asset model
- Work Request module is available
- Has a Risk-based view of assets
- Dynamic reporting is built in
- Asset Management Planning features are available
- FNDC has used a consultant that employs SPM as part of the annual valuations thus the vendor has some are familiarity with our asset base
- Lower annual licence support cost than IPS

Cons:

- Weak on linear assets outside of component level
- Investment in IPS is sunk cost
- Limited capitalization due to SaaS
- Requires capital and operational investment to implement
- Potentially requires a different platform to that of the FNWA which may complicate matters should the alliance dissolve at some future date
- GIS integration is an added feature rather than a focus of the product

Cost:

The platform is SaaS so the costs will be substantially OPEX. Establishing the system will be in the range of $30,000 to $50,000. The annual licence cost is likely to be around $35,000 for an Enterprise Licence model. Pricing is subject to a full and formal proposal based upon documented requirements. The implementation costs are significantly lower than other providers so this needs clarification.

Option 5 - Univerus Assets (Previously Asset Finda)

Univerus Assets is an enterprise asset management system that provides a comprehensive solution for managing physical assets, such as buildings, infrastructure, and equipment. It offers features such as work order management, inventory control, and preventive maintenance scheduling.

This platform is the successor to the Asset Finda product which the FNDC previously had in place prior to the AMS project. Had there not been litigation from the then owner of Asset Finda, it is likely that this product would have been seriously considered as the asset management platform for the council when the RFP was conducted.

Pros:

- Previous data migration efforts can be leveraged
- Extremely capable interface with ESRI GIS platform

- Handles linear assets well
- SaaS platform licence cost is lower than the annual licence OPEX for IPS
- More intuitive user interface

Cons:

- Investment in IPS platform establishment is sunk cost
- SaaS platform is OPEX cost rather than CAPEX investment
- GIS integration is an added feature rather than a focus of the product

Cost:

The platform is SaaS so the costs will be substantially OPEX. Establishing the system will be in the range of $130,000 to $150,000. The annual licence cost is likely to be around $40,000 - $50,000 but the licence model needs clarification. Pricing is subject to a full and formal proposal based upon documented requirements.

Option 6 - CityWorks

CityWorks is a web-based Geographic Information System (GIS) that helps local government manage and maintain infrastructure and assets. It allows users to manage a wide range of assets, including roads, footpaths, and public buildings, as well as track and manage work orders, permits, and inspections.

This platform has recently entered the ANZ market but has been in use in North America and Europe for many years. It is based extensively on Integration with the ESRI Georeferencing system. The assets can be recorded directly into the ESRI system and the other data about managing the asset are recorded via the CityWorks platform.

Pros:

- Tight integration with ESRI/GIS which is used extensively in the FNDC
- Handles linear assets well
- Handles X, Y and Z coordinates in GIS which is becoming best practice and the absence of which is a weakness in some solutions
- SaaS platform licence is lower than the annual licence OPEX for IPS
- Data migration efforts can be leveraged
- More intuitive user interface
- Customer support is available in the APAC region

Cons:

- Software support is immature in the New Zealand market
- Software support is in the North American region
- No current installations in New Zealand as reference
- Investment in IPS is sunk cost
- SaaS platform is OPEX cost rather than CAPEX investment
- Less focus on buildings and facilities

Cost:

The platform is SaaS so the costs will be substantially OPEX. Establishing the system will be in the range of $130,000 to $150,000. The annual licence cost is likely to be around $90,000 for an Enterprise Licence model. The RFI response included the most comprehensive set of

facilities, some of which may not be essential. Pricing is subject to a full and formal proposal based upon documented requirements.

Option 7 - Blackhawk

This platform has been identified as a leading candidate for the IoT technology assets. It could be used for the non-3 Waters assets also. The data stored in the Blackhawk system can be periodically extracted to a "data warehouse" for production of complex dashboarding and reporting. The main obstacle for Blackhawk adoption is the primary focus on industrial and fleet telemetry-based assets. There is no capability to manage linear assets such as those included in the rural stormwater arena should any change in strategy requires retention of stormwater within FNDC.

Pros:

- Opportunity to revolutionize the business processes leveraging system adoption to drive change
- Lower operational cost of licencing than IPS
- Potentially sharing of a platform with the IoT assets thereby reducing overall OPEX
- Mobile platform included in product set
- Includes Fleet Management option
- Interfaces with platforms like eRoad

Cons:

- Product does not cover linear assets (for stormwater)
- Solution does not centre on non-industrial assets (e.g. buildings, facilities)
- Does not integrate as well with the GIS platform – especially with respect to area/polygon references
- Limited dynamic reporting for infrastructural assets (e.g. buildings, parks, reserves)
- Data hierarchies are not aligned to conventions like the BIM standards

Cost:

Blackhawk did not respond to the RFI so there are no pricing details available. The review team consider this product to be not compatible with the facilities management aspect of the FNDC District Facilities assets so it is not recommended for inclusion of any future considerations in regard to this report's context.

6.12 KERIKERI WATER SOURCE - OPTIONS REVIEW

File Number: **A4214365**

Author: **Glenn Rainham, SHEQ & Compliance Manager**

Authoriser: **Janice Smith, Acting Chief Executive**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide a review of potential water sources for the Kerikeri water supply scheme to enable a decision to be reached as to whether to conditionally commit to the Otawere Dam proposal

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Te Tai Tokerau Water Trust have submitted a proposal to Council seeking a commitment to purchase shares in the Otawere Dam Reservoir that would provide an additional raw water source for the Kerikeri/Waipapa area
- The proposal has identified a number of both economic and social benefits.
- The costs associated with this proposal would require Council to seek sign-off from the Department of Internal Affairs under the Department of Internal Affairs (DIA) Significant Decisions policy
- FNDC commissioned an extensive study in 2021 into the longer-term water needs for Kerikeri/Waipapa and the recommendations of that study were to investigate three raw water source options (seeking an increased allocation from KIC Lake Waingaro, investigating ground water options, and investigating a dam option).
- While the plant and reticulation recommendations from the study have been included within the Long-term Plan (LTP), the investigations into the three raw water source options have not progressed to date
- While acknowledging the economic benefits that the project the Trust are proposing would bring, without the investigative work identified by the strategic study being completed, it is difficult to assess whether the Otawere proposal is the most cost effective (it's further away than Lake Waingaro and probably groundwater options), it may also suffer from algae issues, and the ongoing costs of maintaining the long pipe network from source to scheme are unknown.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) indicate to the Te Tai Tokerau Water Trust its support for the proposal with the economic and social benefits it will potentially bring to the District, however, are declining the opportunity to invest based on both timing and priority of spend considerations; and

b) request that the investigative work for water source options identified in the Kerikeri Water Supply Strategy study be prioritised for 2023/2024

1) TĀHUHU KŌRERO / BACKGROUND

1.1 The Kerikeri water supply scheme currently utilises two water sources:

- Puketotara Stream
- Lake Waingaro

Lake Waingaro is the primary source into the WTP with the Puketotara Stream acting as a minor, secondary (often supplementary) source during high demand periods or when water quality from Lake Waingaro is poor due to algal blooms. Approximately 70% of the scheme's water is sourced from Lake Waingaro with the balance supplied from the Puketotara Stream.

1.2 Puketotara Stream

The Puketotara source is the only source for the Kerikeri scheme that FNDC has direct access to. Water is sourced from the Puketotara Stream under a water take consent FNDC has from the NRC. This allows the following to be abstracted.

- 3,200 m3/day for 28 days per year = 89,600m3
- 2,400 m3/day for 28 days per year = 67,200m3
- 960 m3/day for 309 days per year = 296,640m3.

The water take consent is subject to certain conditions such as maintaining minimum residual flows in the stream. These can restrict the times and volumes that water can be abstracted from this source.

Water is abstracted from the stream using a well with submersible pumps that pump the raw water through a rising main to the Kerikeri WTP. The Puketotara stream only contributes to ~30% of Kerikeri scheme water supply and despite being Council's only direct source, it cannot be considered to be the primary source of the Kerikeri scheme.

1.3 Lake Waingaro Reservoir

The Lake Waingaro Reservoir southwest of Kerikeri forms part of the Kerikeri Irrigation Scheme and is owned and operated by the KIC.

FNDC contract with KIC to receive an annual allocation of 736,000m3/ year of raw water. The irrigation scheme includes a distribution system that KIC also own and operate. FNDC have a metered connection point on the KIC distribution at the intersection of Kerikeri Rd and Maraenui Drive. Upstream of this point, raw water is conveyed from the reservoir via predominantly AC pipes along a route that passes under the Bay of Islands airport before connecting to Wiroa Road and Kerikeri Road. This pipeline is a 375 mm diameter asbestos cement (AC) pipe at the FNDC connection point and flow through the connection is limited 30l/s to avoid adverse pressure drops to other KIC users. The maximum draw is 2,592 m3/day.

From the KIC metered connection point, an FNDC raw water pipeline runs along Kerikeri Rd to connect with the Kerikeri WTP.

The KIC scheme does come with its own set of issues. Mainly infrastructure that we don't control the maintenance and renewal programmes together with occasional blooms of blue green algae in the reservoir.

- The AC pipe owned by KIC has had a history of breakages, potentially exasperated with long dry periods causing ground movements that place additional loads on the pipe. However, in the past two-years KIC has carried out a detailed condition assessment study of this line and is nearing completion of a number of works to improve its performance. The major remaining upgrade works required will be the section running under the BOI Airport runway.
- The reservoir is also susceptible to occasional blooms of cyanobacteria (blue green algae) which can potentially form toxins. This can cause significant issues with water treatment. FNDC has previously considered introducing aerators to the reservoir to mitigate this risk but it has not progressed as it would need to be co-ordinated with KIC since they own and operate the asset. The algal blooms tend to be located in the warmer upper levels of the reservoir. KIC have the ability to draw water from the reservoir at lower levels which can sometimes avoid the algal bloom layers. However, water from the lower levels can be subject to other quality issues.

In addition to the issues with the current water sources, there are also challenges with the condition and future capacity of the WTP and constraints on the piped distribution system.
The Kerikeri water supply scheme has a defined service area that covers parts of Kerikeri and Waipapa. However, in times of drought, the scheme is used to fill water tankers servicing properties outside the service area. The tankering activity coincides with peak demand from the service area and this places an extra demand on the capacity of the scheme.



1.4 Kerikeri Water Supply Strategy

In 2021 consultants prepared the Kerikeri Water Supply Strategy, being a study that sets out how forecast increases in water demand for Kerikeri and Waipapa could be met over the next 30 years This study applies an assumed growth rate of 2% p/a to the existing service area, it does not factor additional demand that could be generated if the service area is expanded in Kerikeri and Waipapa to include all land that is urban zoned in accordance with the Far North Proposed District Plan (PDP).

The Kerikeri Water Supply Strategy establishes a base water demand in 2020 of approximately 600,000m^3 per annum (average usage, not peak), using the applied growth rated, this demand is expected to increase to 1,000,000m^3 by 2045. An initial study of additional water demand expected to be generated by increasing the water supply service area to land zoned urban in Waipapa (including the Heavy Industrial Zone) in the PDP indicates that a further 200,000m^3 per annum (by 2053) will be required.

The Kerikeri Water Supply Study includes a desktop analysis of a range of potential raw water source options including the option of a new dam. The positive aspect identified for this option is FNDC would have control. The negative aspects identified with this option are:

i. site yet to be identified or consented;
ii. significant landowner and consenting issues likely; and
iii. significant new infrastructure required/high cost. Given that the Otawere Dam Reservoir location has been identified with a high-level cost, some of the negative aspects associated with the new dam option are no longer relevant.

The Kerikeri Water Supply Study identifies two preferred options for additional raw water sources:

i. engaging with KIC to explore opportunities to increase FNDC's allocation from Lake Waingaro and
ii. investigating potential new groundwater supply sources with the aim of securing a water source that is not reliant on surface water. The Study also recommends investigating opportunities for a new dammed reservoir.

Now that a new dam location and design has been progressed it is considered appropriated to reassess this option alongside progressing investigations into the two preferred options (greater allocation from Lake Waingaro and groundwater source options).

The Kerikeri Water Supply Study also recommended progression of investigative and design work for upgrading existing WTP and water abstraction infrastructure. Staff have been implementing the infrastructure upgrades recommended in the Kerikeri Water Supply Study however investigations into alternative sources have not yet commenced.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

2.1 Water being an enabler of both economic and social prosperity

Due to the time constraints in pulling this paper together, the following areas are not an exhaustive commentary nevertheless do address a number of these benefits and opportunities.

2.1.1 Economic and social well-being opportunities

There is a term being used in this space called ‘inclusive growth’. Inclusive growth is described as broad-based growth that enables the widest range of people and places to both contribute to and benefit from economic success. Its purpose is to achieve more prosperity alongside greater equity in opportunities and outcomes.

There are several features that follow an inclusive growth approach including:

- local job creation with career pathways,
- local procurement – where all efforts are being made to source local suppliers in construction and development,
- community wealth creation – where new institutions and organisations are formed locally and where new assets are being created that hold wealth on behalf of the community such as multiply-owned Māori land holdings, post-settlement governance entities and trusts,
- Economic gardening – where the economy is developed from the ground up building on local know how, assets and resources rather than hunting for and subsidising new industries to locate in the region.

These combined efforts lead towards a regenerative economy where wealth is created in, and circulated around, the local community.

2.1.2 Land use shift

The availability of water creates opportunities to shift the land use balance in Northland away from a predominance of livestock production towards plant-based food production. De-risking investment in horticulture and ensuring a sustainable water supply will enable viable horticultural businesses to be established.

According to the July 2020 Horticulture Post Covid Recovery Strategy, ‘Horticulture is the most trusted sector in the primary industry and the ROI per hectare on horticulture producing land is the highest in the primary sector with the least impact on water quality, the environment and carbon emissions.’

The Far North Proposed District Plan (PDP) introduced a new special purpose Horticulture Zone in and around Kerikeri and Waipapa. The purpose of this new zone is to protect this area for horticultural activities for the benefit of current and future generations and support sustainable growth of the horticulture sector.

The PDP has up-zoned Rural Production land in Waipapa to meet expected demand for business zoned land in Kerikeri and Waipapa. Funding infrastructure required to service this growth is expected to be met in part through a schedule of fees associated with FNDC’s development

contributions policy. Further analysis will be required during establishment of the schedule of fees to determine what proportion of the costs associated with purchasing the allocation from Otawere Dam Reservoir can be reclaimed as growth related through development contributions.

As part of the rural work on the PDP, Council undertook an economic assessment on the benefits of water and activating land changes to horticulture. This report is **Appendix C: Rural Environment Economic Analysis** *distributed electronically due to the size of the document - 237 pages.*

2.2 Otawere Dam Proposal – OPTION 1

2.2.1 The Proposal

The Te Tai Tokerau Water Trust ("*Trust*") have approached *FNDC* with a proposal to invest in a planned Otawere Dam reservoir near Waimate North that would provide additional water sources for the Kerikeri municipal water supply.

The proposed Otawere Reservoir, near Waimate North, is the third of the Trust's projects: a 4,000,000 cubic metre reservoir at a budgeted cost of $41 million (including $5 million of contingency). This project received a resource consent from the COVID-19 Fast Track Panel in July 2022, and the necessary land has been secured.

Having determined that the Otawere Reservoir would, on the basis of the $41 million construction price, be commercially viable, the *Trust* has focused its attention on securing the funding to enable construction to proceed. It is proposed that construction would take place over the 2023-24 and 2024-25 summer months, with water supply becoming available following the winter of 2025.

To date, funding has been secured from:

- MBIE – loan funding of $17.5 million
- NRC – convertible notes of $5 million

The *Trust* seeks to raise the remaining $18.5m through:

- Sale of shares to landowners, horticultural industry, iwi and other partners: $11m
- **Sale of 200 shares to *FNDC*: $7.5m**.

There would be **additional shared costs** on the construction of a watermain to a connection near the Treatment Plant. **This cost could be in the range of $5m – $10m**
The Trust asks that FNDC consider the purchase of 200 shares (600,000m³ of raw water) on the basis that:

a) The reservoir would provide strategic options which future-proof municipal water supply for Kerikeri and its surrounds.
b) The reservoir will be a catalyst for substantial economic and employment growth for the wider region.
c) The reservoir will enable high quality land in the region to be converted to its highest value and best use, commercial horticulture, as opposed to lifestyle subdivision.
d) The reservoir will serve as a catalyst for the development of horticulture of substantial blocks of Māori land.

2.2.2 Economic and social well-being opportunities

The Trust have derived the economic impacts that their Otawere reservoir proposal would bring to the surrounding area.

2.2.2.1 Derived economic impacts

The proposed Otawere reservoir will hold 4,000,000 cubic metres of water, sufficient to irrigate approximately 1,350 hectares of horticulture. This will enable large scale conversion of pastoral land

to horticulture. With demand focused mainly on kiwifruit and avocado this would result in derived economic impacts of:

a) Over $636million investment in the development of horticulture, based on 800ha being converted to kiwifruit at the industry average of $750,000 per hectare and 300ha being planted in avocado at $120,000 per hectare. This does not include the cost of development for the remaining 250ha which would increase this estimate should further land be developed. The increased land value has been excluded from this calculation.

b) An estimated 490 full time equivalent (FTE) horticultural jobs and 62 post-harvest jobs based on assumed industry figures of 0.3 FTE per ha for avocado and 0.5 FTE per ha for kiwifruit plus post-harvest workers.

c) New infrastructure investment of around $38m in post-harvest facilities (including packing facilities and cool storage) to process additional product, conservatively based on $3 per tray to process an anticipated additional 12.5m trays of fruit. Kerikeri's existing packing and cool storage facilities will come under pressure due to the recent increased plantings around Kerikeri.

d) A multiplier effect on employment is estimated to create an additional 520 FTEs on top of direct horticultural employment of 490 FTEs (due to backward and forward linkages) based on analysis conducted on the Northland kiwifruit industry.

Kiwifruit	Based on 800ha of G3 planted and production of 14,276 trays per ha		
Component	**Per hectare**	**Per tray**	**Total**
Investment on orchard development	$750,000	$53	$600,000,000
Gross income per annum	$233,977	$13	$187,181,600
Growing costs per annum	$45,000	$3	$36,000,000
EBITDA	$188,977	$9	$151,181,600
On orchard FTE created	0.5		400
Post-harvest FTE required			57

Avocado	Based on 300ha of Hass planted and production of 3,400 trays per ha		
Component	**Per hectare**	**Per tray**	**Total**
Investment on orchard development	$120,000	$35	$36,000,000
Gross income per annum	$64,260	$19	$19,278,000
Growing costs per annum	$30,600	$9	$9,180,000
EBITDA	$33,660	$10	$10,098,000
On orchard FTE created	0.3		90
Post-harvest FTE required	0.015		5

Combined Totals	
Investment on orchard development	$636,000,000
Gross income per annum	$206,459,600
Growing costs per annum	$45,180,000
EBITDA	$161,279,600
On orchard FTE created	490
Post-harvest FTE required	62

Table 2: Derived Economic Impacts[iii]

Based on 2021 figures

2.2.2.2 Indirect Economic Impacts:

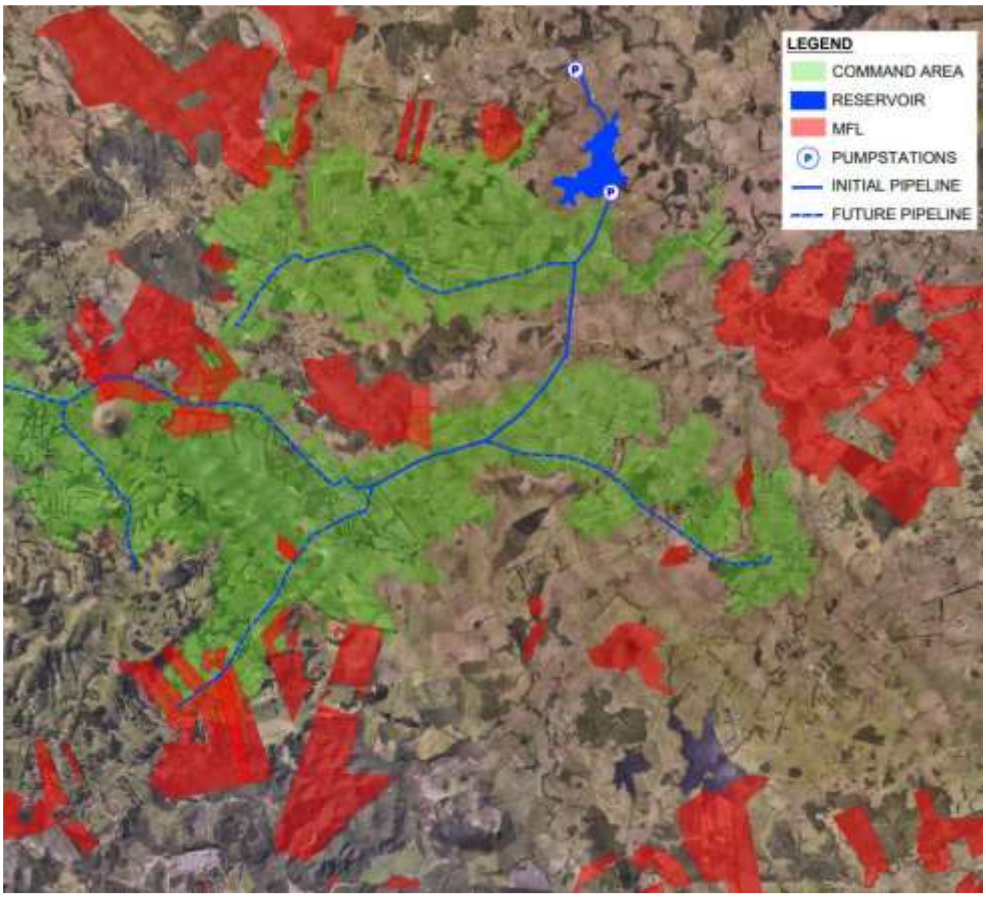
The multiplier effect for the construction of the Otawere Reservoir using an input/output model of both upstream and downstream multipliers predicts a multiplier of 3:1. Meaning for every dollar spent in construction a further three dollars are spent in related economic activity. This indicates that the value of Otawere from direct economic impacts (above) has a wider economic impact of $99.9million. Taking the lower estimate, derived economic impacts for the Otawere Reservoir would be $1.908billion in development costs with an ongoing revenue multiplier of $619,400,000 per

annum in today's dollars. Increased production, expansion, inflation, and value added in the industry would see that figure grow.

2.2.3 Opportunities for Iwi

There are considerable opportunities for Maori landowners to develop their land through the delivery of a secure water source.

The Ministry of Primary Industries (MPI), in partnership with Ngapuhi, completed a study in 2015 to identify fragmented Māori freehold land blocks in the Mid North and to look at potential land use options available to bring unproductive or underutilised land into higher production. Access to reliable water was identified as the critical enabler for approximately 5,000ha of land suitable for horticulture. A crude calculation of return per hectare (revenue), if all land was fully utilised with half in avocados and half in kiwifruit, would see revenue of $745million accruing to Māori landowners. This is aside from significant job opportunities in the construction of Otawere, and ongoing employment.



Productivity will be substantially improved with the development of further water schemes and the derived horticulture developments. The combination of water schemes will also provide increased community resilience in areas that are both flood and drought prone.

Horticulture also offers one of the highest rates of exports (approx. 2/3 of production) of any sector in New Zealand, which provides plentiful opportunity for innovation and growth.

2.3 Kerikeri Water Supply Strategy Preferred Outcomes – OPTION 2

The overall objective of this study is to determine the most appropriate solution to meet the future water needs of Kerikeri and Waipapa so that appropriate allowances can be provided for in FNDC's Long Term Plan.

Based on the average usage demand curve the following approximate annual volumes of water are required for the projected demand for Kerikeri and Waipapa.

Year	Annual Water Requirement (000 m^3)
2020	600
2030	730
2040	900
2045	1000

Key conclusions (a to c) and recommendations (1 to 5) of this study include:

a) There is an immediate need to upgrade at least some elements of the Kerikeri WTP and a further need to increase its capacity within the next 5 years
b) There is a need to upgrade parts of the Kerikeri distribution network over the next 5 years to meet levels of service under anticipated growth in demand
c) it is possible, subject to satisfactory agreement with Kerikeri Irrigation Company, for Kerikeri's water sourcing needs to be met by the Lake Waingaro Reservoir for the next 30 years
1) FNDC engages with KIC to explore opportunities to increase their water allocation from Lake Waingaro Reservoir
2) Investigation into potential new groundwater supply sources be investigated with the aim securing a water source that is not reliant on surface water
3) Investigate opportunities for a new dammed reservoir with a hydrological review of flood frequency and identification of potential dam sites
4) Investigation and design worked is progressed for an upgrade of the Kerikeri WTP on its current site
5) Investigation and design work is progressed for an upgrade of the existing Puketotara Stream abstraction well and raw water line to the Kerikeri Water Treatment Plant

Further details can be found in the **Kerikeri Water Supply Strategy Attachment 3** will be *distributed electronically due to the size of the document - 119 pages.*

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Option 1 will unlock economic benefits and opportunities to the surrounding area with the investment from Council potentially being met by Entity-A. Purchasing an annual allocation of 600,000m3 from the Otawere Dam Reservoir is considered likely to meet the water demand profile discussed above until at least 2045, perhaps longer depending on actual growth rates across that time.

However, this option has not been assessed against alternative (and recommended) additional raw water source options (as discussed in Option 2), one of which could end up being closer to Kerikeri Waipapa and/or lower cost and/or higher water quality (noting that the dam has the potential to suffer from algal blooms the same way Lake Waingaro and Lake Manuwai do). The author is not aware of the extent of mana whenua engagement on this option in terms of it being a preferred option to service the future water demand of Kerikeri and Waipapa.

For these reasons, Option 2 is recommended. Without having progressed discussions with KIC and investigations into potential new groundwater sources, how can we satisfactorily determine which is preferred from a water source and cost perspective.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Based on the recommendation there is no financial implications.

However should the proposal from the Trust be supported under Option 1, then the shares would require an unbudgeted investment of $7.5m and cost-share arrangements for the raw watermain of approximately $5m.

This cost could potentially be met by Entity-A under the 3-Waters Reform programme.

ĀPITIHANGA / ATTACHMENTS

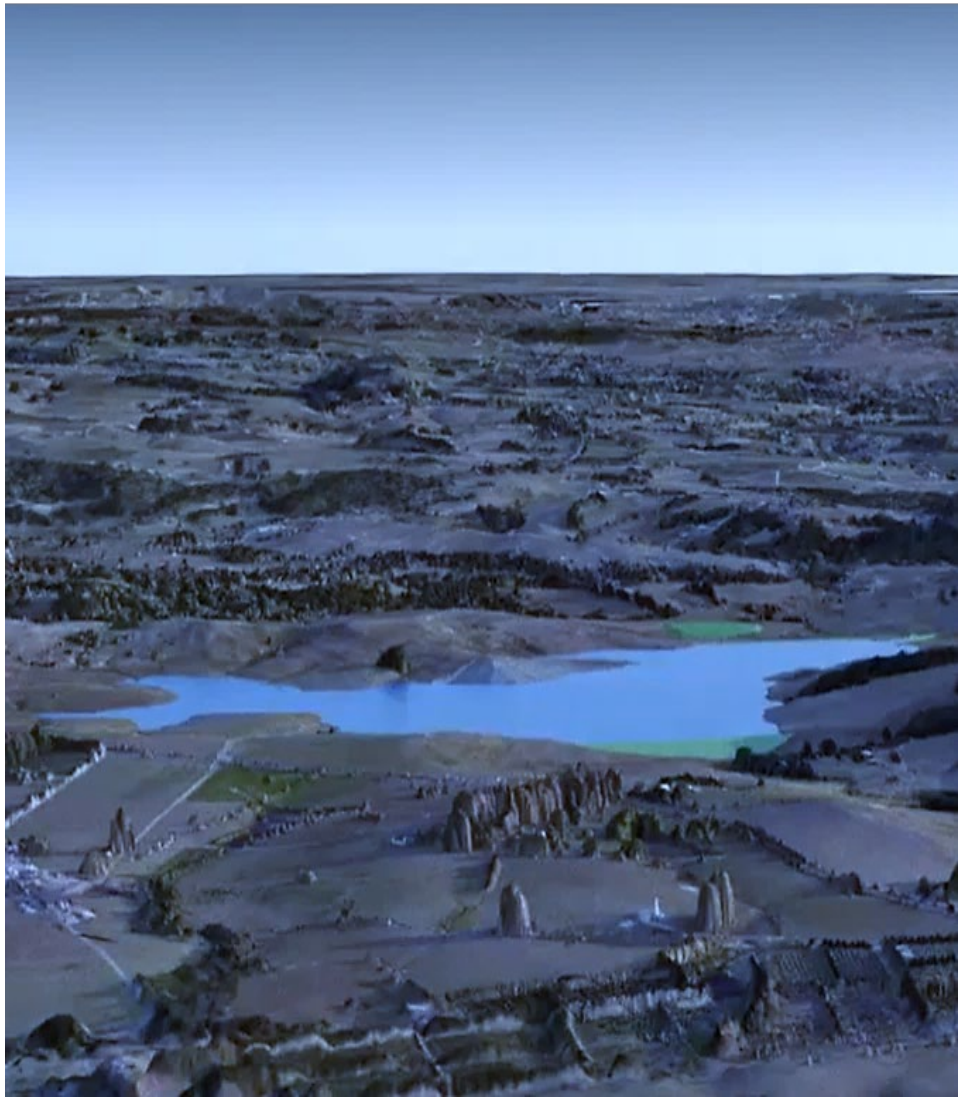
1. **Copy of Presentation from Tai Tokerau Waters Trust to FNDC - A4204032** ⇩
2. **Otawere Proposal Briefing Paper - A4204035** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Not applicable. Based on Recommendation
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Not applicable. Based on Recommendation
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Not applicable. Based on Recommendation
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	It is unclear under the proposal from the Trust what level of engagement has taken place with mana whenua outside of members of the TTTWT.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Not applicable. Based on Recommendation
State the financial implications and where budgetary provisions have been made to support this decision.	Not applicable. Based on Recommendation
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.



Mid North Water Scheme

Otawere Reservoir

Proposal to FNDC

TE TAI TOKERAU WATER TRUST

Ngā Puna Wai Hē Koha Oranga Tangata Hē Koha Oranga Whenua
The Springs of Water A gift of life to our people A gift of life to our land

Te Tai Tokerau Water Trust

- Established 2020
- Tasked with establishing three water storage schemes
- Followed NRC-led, PGF funded feasibility study
- $59m of loan funding split between Kaipara and Mid North
- Trustees: Hon Murray McCully, Hon Dover Samuels, Kathryn de Bruin.




Goals of the Trust's water storage schemes
• Promote economic and employment growth in west of Northland
• Promote land use conversion to sustainable, high value, low emissions horticulture in line with Govt policy
• Provide resilience for municipal water supply
• Improve water quality and management.



Matawii Reservoir (Kaikohe Water Scheme)

- 750,000 cubic metre reservoir based in Ngawha - 250 shares
- Supply to Kaikohe, Ngawha Innovation Park and surrounding command area
- Good horticultural soils and good climate
- $16m – including $10m MBIE loan, balance from share issue including FNDC, and FNHL
- Construction completed
- Commissioning underway.



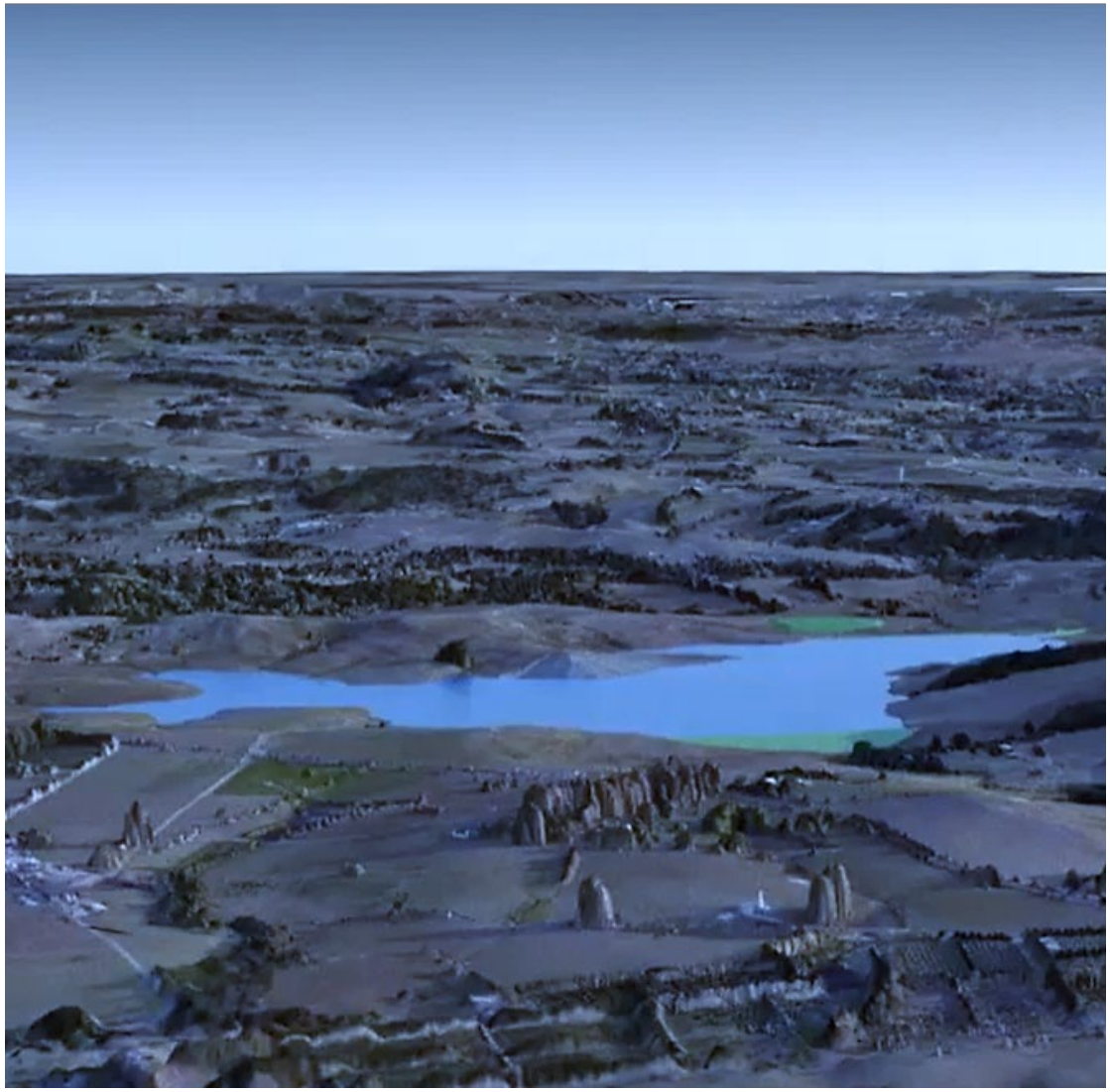
Kaipara Water Scheme

- 3,300,000 cubic metre reservoir at Redhill, south-west of Dargaville
- Budgeted total cost $36.5m
- Sufficient to irrigate 1,100 hectares
- Focus on avocados, market gardening, and crops.



Otawere: Strategic Opportunities

- Strategic reserve for Kerikeri municipal supply
- Water supply to Ohaeawai and surround
- Allow land use conversion across to Kaikohe
- Potential $600 million horticultural investment
- Potential for 500 additional jobs.



Proposed Otawere Reservoir

- Te Ahu Ahu Road, Waimate North
- Proposed 4 million cubic metres of water storage – 1300 shares
- Consented July 2022
- Early contractor engagement process completed to confirm costing
- Construction over two summers, 2023/2024 and 2024/2025.

Mid North Command Area: Otawere

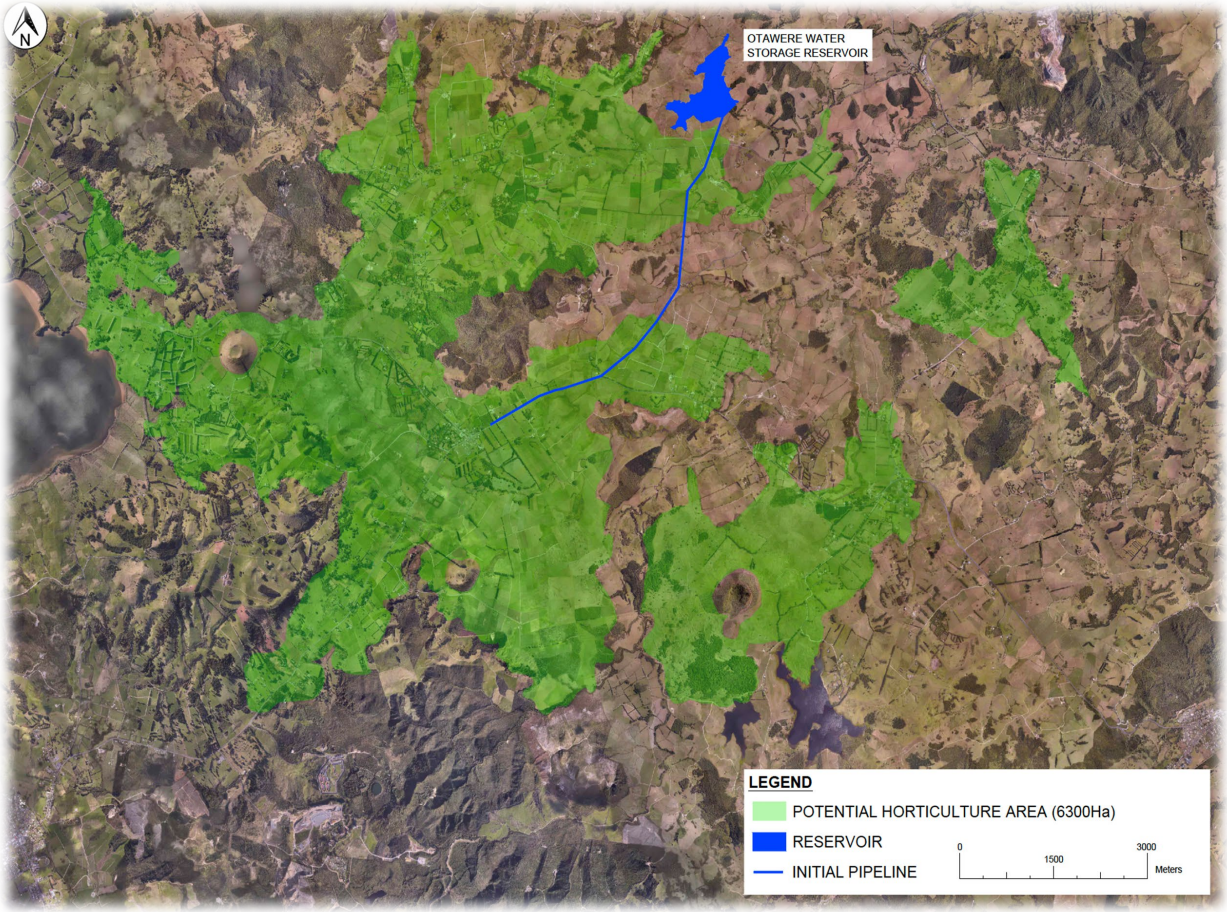
- Estimated construction cost $37m plus $7.5m contingency - $44.5m
- Financial commitments from:

  MBIE $25m loan

  NRC $5m convertible notes

  Tupu Tonu $4m convertible notes

  Investors $3m
- Need FNDC commitment circa $7.5m to proceed





Council commitment

- Commitment could be shares, underwrite or similar
- No funding required until late 2024 – after Three Waters starts
- Need to decide by 1 June 2023.

DATE 20 April 2023

BRIEF PAPER **TO THE MAYOR AND COUNCILLORS**

FROM **Glenn Rainham, Far North Waters Alliance (an alliance between FNDC & Ventia)**

PURPOSE

1. The Te Tai Tokerau Water Trust ("*Trust*") have proposed that the Far North District Council ("*FNDC*") purchase 200 shares in the planned Otawere reservoir in Te Ahu Ahu Road, Waimate North.
2. The *Trust* have requested the opportunity to present this proposal
3. Following this presentation, a workshop styled session will be provided for Councilors' to consider the proposal

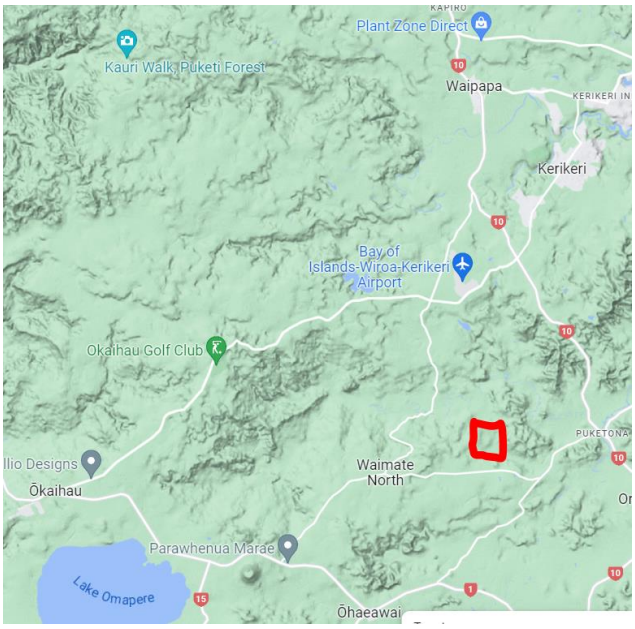
BACKGROUND

The *Trust* will complete construction of the 750,000 Matawii Reservoir at Ngawha this year at a cost of $15m. The *FNDC* has purchased 66 shares and has a right of first refusal to purchase a further 14 shares in the Kaikohe Water Company which will operate Matawii on completion. This shareholding will provide much needed additional capacity for the Kaikohe municipal water supply.

THE OTAWERE RESERVOIR

An option to provide additional capacity for the **Kerikeri** municipal water supply.

The proposed Otawere Reservoir, near Waimate North, is the third of the Trust's projects: a 4,000,000 cubic metre reservoir at a budgeted cost of $41 million (including $5 million of contingency). This project received a resource consent from the COVID-19 Fast Track Panel in July 2022, and the necessary land has been secured.



Having determined that the Otawere Reservoir would, on the basis of the $41 million construction price, be commercially viable, the *Trust* has focused its attention on securing the funding to enable construction to proceed. It is proposed that construction would take place over the 2023-24 and 2024-25 summer months, with water supply becoming available following the winter of 2025.

To date, funding has been secured from:

- MBIE – loan funding of $17.5 million
- NRC – convertible notes of $5 million

The *Trust* seeks to raise the remaining $18.5m through:

- Sale of shares to landowners, horticultural industry, iwi and other partners: $11m
- **Sale of 200 shares to *FNDC*: $7.5m**.

Attached to this briefing paper is the proposal document provided by the *Trust*. This document provides further information on the rationale and strategic options they believe support this investment by the *FNDC*. Today's presentation will provide the opportunity for Councillors to ask questions to assist in reaching a decision as to whether we wish to invest.

CONSIDERATIONS

To assist in your deliberations, I have attached a copy of the current Kerikeri Water Supply Strategy dated June 2021.

In addition, I have suggested below some questions you might like to consider when deliberating on this proposal. These may assist in refining your views and possibly assist in framing some questions for the *Trust*.

1. How realistic are the economic benefits to the area bearing in mind that Kerikeri Irrigation have an available supply to land-owners?
2. Would the Otawere Dam supply be available to supply raw water to Okaihau?
3. With our current risk for Kerikeri being an ageing water treatment plant and an ageing watermain, what would the timing of this project look like? Additional source volume under our Kerikeri Water Strategic Plan indicates this won't be required for 3-4 years.
4. Do we have alternatives for additional volume? This Otawere proposal would require an investment for shares of $7.5M and an investment for a raw water main of approximately 9kms at between $5 - 9M
5. Could this be funded by Entity-A under 3-Waters reforms? The next tranche of Better-off funding as an option has disappeared under the reforms re-set? Would require DIA sign-off.
6. Could *FNDC* support this proposal in other ways? Similar to the support by the NRC.

7 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

7.1 MAYOR AND COUNCILLOR'S REPORTS

File Number: **A4195764**

Author: **Marlema Baker, Democracy Advisor**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

TE TAKE PŪRONGO / PURPOSE OF THE REPORT

This report is a mechanism to have open communication and transparency on activities undertaken by Councillors as elected representatives.

NGĀ TŪTOHUNGA / RECOMMENDATION

That Council note the reports from Kahika – Mayor Moko Tepania, Kōwhai-Deputy Mayor Kelly Stratford and Councillors Ann Court, Babe Kapa, Hilda Halkyard-Harawira, Penetaui Kleskovic, Steve McNally, Mate Radich, Tāmati Rākena and John Vujcich.

TE TĀHUHU KŌRERO / BACKGROUND

Kahika-Mayor Tepania has reintroduced Council members reports as a mechanism to have open communication and transparency on activities undertaken by Councillors as elected representatives. Members reports are compulsory for Councillors.

TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Members reports are attached for information.

REASON FOR THE RECOMMENDATION

To formally receive the Mayor and Councillor reports.

NGĀ PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

NGĀ ĀPITIHANGA / ATTACHMENTS

1. **Council Members Report - Kahika-Mayor Moko Tepania - May 2023 - A4211567**
2. **Council Members Report - Kowhai-Deputy Mayor Kelly Stratford - May 2023 - A4210159**
3. **Council Members Report - Ann Court - May 2023 - A4209032**
4. **Council Members Report - Hilda Halkyard-Harawira - May 2023 - A4209033**
5. **Council Members Report - Babe Kapa - May 2023 - A4209034**
6. **Council Members Report - Penetaui Kleskovic - May 2023 - A4216189**
7. **Council Members Report - Steve McNally - May 2023 - A4210161**
8. **Council Members Report - Mate Radich - May 2023 - A4210160**
9. **Council Members Report - Tāmati Rākena - May 2023 - A4210201**
10. **Council Members Report - Felicity Foy - May 2023 - A4212383**
11. **Council Members Report - John Vujcich - May 2023 - A4213615**

Pūrongo ā-Mema | Member Report

Mayor Moko Tepania

Date: 12/05/2023

Meetings Attended

Date	Meeting Topic
17/04/23	**Meeting with Community Board Chairs via Teams** **Meeting with Ngā Tai o Tokerau Councillors - Kaikohe** **Citizenship Ceremony – Kaikohe** - 57 Far Northers became NZ citizens at Memorial Hall. Appreciated the large turnout and the
18/04/23	**Te Huia – Executive Review Committee – Kaikohe** **Interview for RNZ's Mata with Mihingarangi Forbes** - Discussed 3 Waters Reforms **District Plan Workshop – Kaikohe**
19/04/23	**Mayoral Relief Fund update with Recovery Team via Teams** **QRC Tai Tokerau Education for the Future Visit – Paihia** - Guest speaker for holiday programme to give senior students a taster into what is on offer at QRC Tai Tokerau.
20/04/23	**Far North Business Leaders Call – via Teams** **Census Engagement Video – Koutu** - Participated in filming a video to encourage Northlanders to complete the Census. As a cyclone-affected region we have an extension in place.
21/04/23	**Meeting with Te Hono Team via Teams** **Coast to Coast Cat Rescue Meeting – Kaikohe** **Filming for Hahana for Youth Engagement – Kaikohe** **MHUD Meeting – Ngāwhā** **FNHL Meeting for Bay of Islands & Kaitāia Airports – Kaikohe**
25/04/23	**ANZAC Day Service – Mitimiti**
26/04/23	**Te Hiku Media IV** **Tai Tokerau Waters Workshop – Kaikohe** **Kaikohe Library & Civic Steering Hub Workshop – Kaikohe** **Ride for Life Working Group Meeting – Kaikohe**
27/04/23	**Far North Business Leaders Call – via Teams** **LGNZ CE Meeting – Kaikohe** - Discussion around priorities and the value of LGNZ membership **Mayor & Councillors Catchup – Kaikohe** **Kerikeri Business Association Chair Catchup – Kaikohe**
29/04/23	**Clendon Papers Ceremony – Rāwene** - Attendance at the ceremony for the Clendon Papers collection which has been recognised as a unique piece of heritage and has been included in the UNESCO Memory of the World Aotearoa New Zealand Register **Business & Professional Women New Zealand Annual Awards – Kaitāia**

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report

	- Acknowledgements to BPW Kaitāia who took out the club of the year award and also hosted along with BPW Doubtless Bay the annual conference in Te Hiku.
30/04/23	**Meeting with the Acting Consul-General of the USA & Marine Band – Paihia**
01/05/23	**Ride for Life Meeting via Teams** **Youth Programme Catchup – Kerikeri** **Manako IV for Radio Wātea**
02/05/23	**Te Miromiro – Assurance Risk & Finance Committee – Kaikohe** - First meeting with new external chair, Graeme McGlinn **Briefing on Kerikeri Town Meeting – Kaikohe**
03/05/23	**Civil Defence Meeting with Minister McAnulty – Whangārei** - Discussion around the release of our Northland Regional Recovery Plan **Town Meeting on Social Housing – Kerikeri**
04/05/23	**Northland Police Catchup via Teams** - Discussion around community safety and working together. **Council Meeting via Teams** **Catchup with Waipā District Council Mayor & Councillors via Teams** - Waipā DC have adopted the Far North through LGNZ's Adopt a Community programme and are tailoring fundraising initiatives to raise funds for our Mayoral Relief Fund
05/05/23	**Meeting with Community Board Chairs via Teams** **CitySafe Whangārei Catchup via Teams**
06/05/23	**Tōkihi ki Tua Secondary Kapa Haka Regionals – Awanui** - Attendance at event and acknowledgement for the thousands of students who participated and the winning schools who will represent Northland at next year's nationals in Whakatū – Nelson: Te Rangi Āniwaniwa, Te Kura Kaupapa Māori o Kaikohe & Te Kura Kaupapa Māori o Te Rāwhitiroa
08/05/23	**Te Rūnanga ā-Iwi o Ngāpuhi Hui – Kaikohe** - Whanaungatanga with Board and invitation through Cr Kapa to collaborate on Kaikohe Civic Hub & Library project
09/05/23	**Civil Defence Cyclone Gabriel Recovery Governance Meeting – Whangārei**
10/05/23	**Cyclone Recovery update with DIA / LGNZ via Zoom**
11/05/23	**Far North Business Leaders Call – via Teams**
12/05/23	**Breakfast Interview on Cyclone Recovery** **Ngāpuhi Iwi Social Services Hui with CE – Whangārei** **Waka Kotahi Catchup via Teams** **Youth Council / Tuia Programme Catchup via Teams**

Community Matters:

- Census Engagement Events are still ongoing in Northland
- Northland Regional Recovery Plan has been released
- Ongoing resilience matters relating to significant weather events – will continue to accept applications to Mayoral Relief Fund

Member Report

Name: Kōwhai | Deputy Mayor Kelly Stratford

Ward: Bay of Islands - Whangaroa

Date: 12 May 2023

Meetings/Events Attended

Date	Meeting Topic	Comment
15 April 2023	Taumārere Flood Management working group meeting	Chaired the NRC working group, which is made up of reps from Motatau to Karetu to address flooding across the catchment. Main project is the Otiria spillway which protects marae and homes from flooding and also will add route resilience for the Ngapipito and Pokapu Roads and State Highway at Turntable bridge.
17 April 2023	Wahi whakawhiti korero	Addressing issues raised around process and elected member support.
	Citizenship Ceremony	A beautiful ceremony to acknowledge Far Northians who have been here for a long time and have chosen to become NZ citizens.
18 April 2023	Te Huia – Executive Review Committee	CE resignation and process for recruitment and interim CE.
	District Plan workshop	Update on where we are in the process of notified proposed plan. To date summaries of the 566 submissions received are 95% complete, resulting in 6066 submission points. To date, 455 people have identified that they wish to be heard at a hearing representing their submissions. The next key milestone is the release of the summary of submissions and call for further submissions.
21 April 2023	MP Te Tai Tokerau Kelvin Davis	Discussion on the work we are doing re Cyclone Gabrielle recovery, and the work he is progressing in his Cyclone Gabrielle portfolio. Also facilitated discussion around the Kaitaia Airport and urgency for the lease to enable investment in the main runway, residential dwelling, and terminal building. Operation of the aerodrome is regulated by the Civil Aviation Authority

Member Report

		(CAA), and compliance has decreased along with the material state of the aerodrome. Without a lease in place, it is not appropriate or prudent of FNDC to expend the ratepayer funds on Kaitaia aerodrome, creating significant risks to the Crown and FNDC from the on-going operational needs of users.
	Coast to Coast cat rescue	Microchipping and desexing, the cat and kitten problem in our district is huge and these volunteers are at their wits end trying to manage. Seeking funding support and advancement on a bylaw to address the issue.
	Kohukohu Hall	Reviewing bookings and planning the meeting in May.
	MHUD	Discussion on the housing crisis particularly those in substandard housing impacted by Cyclone Gabrielle.
25 April 2023	Tauwhara Marae Dawn Service	Attended on behalf of council. Cadets were in attendance.
	Kerikeri Domain	To check out the remembrance wall and how the ceremony went. One issue that was raised with me, was a missing flagpole. But this to me is not a necessity.
	Kawakawa Civic Service	Marched down the main street, lovely service at the cenotaph. The community were impressed with how clean the grounds and carpark were. But we need to remember to *check and repair the power outlet at the band rotunda before ANZAC services.*
	Waikare Marae Service	This will become an annual occurrence.
26 April 2023	Civil Defence Lessons Learnt	Wananga debriefing some of the themes of issues. Staff are collating this information and will bring it back to council with some action points.

Member Report

	Te Tai Tokerau Waters Wananga	Presented to council on the next water project and the opportunity for council to tap in.
	Council agenda preview	Preview of the May Council Meeting agenda.
	Outward Bound Kotahitanga Celebration	Attended on behalf of council to acknowledge students across our district that have been able to participate in the program thanks to many donors and councils' involvement in the Mayors Taskforce for Jobs Kaupapa.
27 April 2023	Business Call	
	Mayor and Councillors Meeting with LGNZ	Mayor of Wairoa, Craig Little in attendance sharing some of the challenges they are facing due to Cyclone Gabrielle. And Susan Freeman-Greene presenting the vision and voice of LGNZ and where the money goes. Our council benefits greatly by having membership of LGNZ.
	Mayor and Councillors catch up	
29 April 2023	Business & Professional Womens Dinner	Guest Speaker for the awards dinner. Speaking on equity in engagement.
1 May 2023	Turner Centre	Met with Gerry to hear his concerns on how the centre is doing.
	Love your work awards and welcome new starters	Council does Love Your Work awards. It was good to see one of our very hard-working staff be recognised for helping resolve a funding issue for a really awesome event.
2 May 2023	Assurance Risk and Finance committee	
	Briefing on Kerikeri Development	

Member Report

3 May 2023	Breakfast Meeting with Northland CDEM Group and Minister for Emergency Management	Presented the recovery plan to Minister and highlighted some of the key issues for our region. Our recovery plan is the first of its kind, majority of it is community voice. It is a combined recovery plan for the region rather than individual council. And funding proposals can be built from it.
	Northland Civil Defence Forum	This is usually an annual forum for the public and our local volunteers involved in community. Opened the forum and presented our Recovery plan to the forum it highlights our main issues during the cyclone: roads, power, and comms, and who and who and how they will be addressed.
	Solartive	Trying to make access to solar power equitable. Have other councils done targeted rating in this space?
4 May 2023	Council Meeting	
	Kahiha, Kōwhai, Pouawhina Manukura	Check in on the week ahead
5 May 2023	Kaikohe WWTP Working Group hui	Cr Kleskovic and I met with the working group to get good insight on the wastewater treatment plant upgrade.
8 May 2023	ERC Recruitment Panel hui	Part of the process determining which recruitment company to use
9 May 2023	Cyclone Gabrielle Recovery Governance Group	Recovery plan issues and preparation of information for upcoming meetings
	Northland Regional Recovery Plan overview	Our Regional Recovery plan is being presented to recovery practitioners across the country, as an exemplar to others. Joined in on the wananga. Interesting to see a lot of interest in it.
5 May 2023	Kaikohe WWTP working group	A formally established group leading the investigation, supported by technical expertise into a Best Practicable Option

Member Report

		for upgrading the plant to improve standard of the discharge.
10 May 2023	Kauri Dam	Wananga to iron out some of the delays to progressing the decommissioning of the dam. Looking forward to a GANNT chart with timelines and milestones in 3 weeks' time.
	Otiria Spillway and homes visit	After the deluge the days before and very scary evening for residents, went to check how things were. Pushes spillway work out a few weeks. Some living areas flooded, but people are ok.
	Mangamuka Network Resilience Programme	Whilst works are underway to address slips in the Mangamuka gorge – a business case is being developed for addressing resilience. This was the 2nd of three workshops I was able to attend. It was more engagement rather than workshop. Testing the prioritisation that they have reached, of the routes Mangamuka, SH10 and Broadwood.
11 May 2023	Arvida Te Puna Waiora – Mauri Stone Blessing	Invited to participate in the placing of the kohatu (stone) for the new clubhouse at Arvida Retirement Village. Which will include a green space for outdoor sports and activities and art by Ngati Rehia. I acknowledged that the people living at Arvida have made it a community. And the far-reaching economic impacts, especially as I looked out at apprentices I know from Moerewa and Kawakawa.
	Healthy Families	Te Pūtahitanga to check out some of their mahi such as co-design of Te Amo Pūtoro, the new māra hūpara being built at the Sports Complex in Kerikeri. A community-led project aims to elevate kōrero tuku iho, narratives and stories of Ngāti Rēhia to bring a deeper meaning to activities and Tākaro Māori.

Member Report

	Habitat for Humanity	Introductory hui and ensuring we know what they do (housing) and that we know how to engage with them on housing should we need to.
	Meeting with resident	Regarding concerns about Kainga Ora and their process of acquiring land and contracting out the consenting and building process.
	Meeting with resident	Disability accessibility issues and meeting the building code or permits.
12 May 2023	Site Scope	Site visit to show us the cabins they are building and sending to Tai Rawhiti as part of the cyclone response and ensuring we know what they do (portable cabins) and how they can connect into the housing system to help alleviate the housing crisis.
	Group Manager Strategic relationships and team	Progressing the stand up of Te Kuaka Komiti
	CE/Mayoral weekly catchup	Keeping abreast of items top of mind for staff and elected members
	Minister Willow-Jean Prime and our Moerewa community response group, and Chantez from NRC	Regarding the flooding this week, and update on progress of the spillway works and how it will improve things.

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment
Kerikeri development	Contacted by a number of residents embarrassed by some of the behaviour at the public meeting.
Kohukohu Hall	Usage is underway. Huge mihi to staff, and community board rep Harmonie Gundry for doing the bookings and Chair Chicky Rudkin for taking a lead. Meeting at the hall was postponed due to clash with the Rawene hui.

Member Report

BOI Rec Centre	Has reopened. But not without a huge number of hours that staff have had to put into it. But I do recall the contract council tendered included hours for the management of the contract, to ensure AMP and maintenance was carried out. So we need to get things right on this, especially as the contract is coming up for renewal.
Culverts	The latest in the culvert issues – contractor put the wrong sized culvert in at Otiria Road, and it gauged out the underneath of a brand-new driveway which is now left hanging there.
Drainage committees	Noting some productive minutes from the drainage area committees. Will be keeping an eye on those action points being delivered – especially financials and the work programme
Kawakawa Slip	Slip at back of businesses, private landlord addressing but hindered by the bad weather. Has meant the Mayflower Takeaways closure for some time. Awaiting response from staff on an update on this matter. 12/5 still have not had a staff response on this. And the shop is still closed, and still has water coming from the rear of the building through the shop and to the front door and down the stormwater drain – I expect this does not help keep those drains from getting blocked.

Portfolio Update: (Housing)

- Matauri WWTP operationalisation and the delays impact on potential for housing. *Still waiting for staff response on the action to resolve this.*
- Housing for the Elderly divestment – resolution 23.3.2023 to commence workshops, and suggested a phased approach as many are empty and potentially easier to divest than others. *I will be at LGNZ hui so will miss our workshop on this. Divestment should not be for loads of money, and not all to FNHL.*
- Development Contributions - Consultants are assisting with this work: looking into the state of the information Council has on growth. A draft report will be completed week ending 21 April with a final report delivered by 28 April. *Have followed this up.*
- District Plan – district plan workshop to bring everyone up to speed on the notified plan was a good refresher! Understanding the number of hearing days for the District Plan, I am not sure any elected members will have time to be on the hearing panel.

Northland CDEM Joint Committee

- Recovery Group & Plan – signed off by governance group and launched.

Matters for Discussion

This section should be completed for matters which the elected member wishes to raise with wider Council, Community Boards and/or in relation to delivery.

Member Report

- **Parvo threat is high in our district – everyone please spread message to vaccinate your dogs. It's a killer no matter what age they are.**

Training / Conference Attendance

This section is to be completed when an elected member has attended a professional development opportunity or a conference on behalf of Council. It should outline the learnings from attending the event and value to the organisation.

Name of Event:

Date of Event:

Learnings:

Value for the organisation:

Member Report

Name: **Councillor Ann Court**

Date: **May 2023**

Portfolio Update:

I have attended two portfolio meetings. These have been primarily focussed on what content we want to see reported and equally importantly what we don't need so as to free up time for the NTA to get on with the business of network maintenance and recovery.

I sent out a draft paper which I had hoped to receive some feedback on. The purpose of the paper was whether there was scope for a remit to LGNZ seeking to cement the allocation of RUC and FED via the GPS to strictly maintenance and corridor improvements. To date I have heard nothing so I am assuming this one didn't land. Thanks for taking the time to read it.

The Managamuka Resilience Programme has led to a series of workshops which focus on the recovery of our network. The focus is on SHW 1 and 10 predominantly with some minor works for Broadwood. The business case which is seeking up to $80m of additional fund is planned to go to the board of Waka Kotahi in July.

I will share the slides with my colleagues once I receive a shared copy.

Te Puawaitanga

Capital works continue to be frustrated by the weather. Cost creep due to the same global influences that are hammering us at every turn in every other aspect of our business are starting to make themselves felt. We are going to have to have a conversation about what we can afford to do now and what might have to be deferred pending further review/funding. The future governance structure is still very much a work in progress.

Staff will be workshopping this with elected members in July.

Liquor Licensing

Year to date 201 applications have been received.

Hearings pending.

- Castle Management 17-18 May
- Nautipenguin Limited 22 May but may move due to availability of the objectors
- Five Managers Certificate Applications four of which are set down to be heard on the 29th of May

Our administration team drafted a number of practice notes for applicants to guide them through the licensing processes. Commissioner Clearwater and I have spent a considerable amount of time on reviewing these. We have adopted or amended them

Member Report

to meet our requirements as well as drafting an additional one for temporary authorities (when a business changes hands) In total we now have 11 Practice Notes and 2 Waiver Forms.

We sincerely thank the administration team and inspectorate for bringing these to our attention and we agree that more accurate, and consistent guidelines for our customers will be beneficial for everyone.

Regional Land Transport Committee

106 Functions of regional transport committees
The functions of each regional transport committee (other than the regional transport committee for Auckland) are—

a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of –

a) variations made to regional land transport plans under section 18D; and

b) the activities that are included in the regional land transport plan under section 16.

A joint regional transport committee established under section 105(9) must—

a) prepare the joint regional land transport plan in accordance with sections 14 and 16; and

b) consult in accordance with sections 18 and 18A; and

c) lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with section 18B.

Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision of this Act (including functions conferred by regulations made under section 109(c)).

This is shared for my colleagues to highlight that the RLTC does not have any delegated authority in regard to the setting of the Annual Plan, Long Term Plan, Strategies and/or Polices of the Far North District Council. It does not have Governance or operational oversight of our contracts nor does it have any authorities over what FNDC submits to be included in the RLTP.

Member Report

The RLTC functions are limited to compiling the document and ensuring that it meets the objectives of the Government Policy Statement. Developing a policy in relation to significance. Undertake the public consultative process ensuring there is an appropriate facility for Maori consultation. Tracking delivery. As well as a new power to oversee regional speed management plans.

The purpose of including this in my members report is by way of a 'heads up' to my colleagues that we have some really hard conversations coming and we will be workshopping a number of these matters prior to submitting our Regional Land Transport Plan and ahead of the adoption of the Long-Term Plan.

New Zealand Automobile Association

1.9 million members, 48,000 members in Northland

Most people's first impression of AA is that they provide roadside services, travel, insurance, driver training and licencing but AA do so much more

- Support ACC's Ride Forever Programme
- Major supporter SADD: AA Research foundation has invested over $2.25m over 8 years
- Research programmes include :
- Driver impairment – use of alcohol interlocks
- Seatbelt use
- Inattention, distraction and fatigue – understand the scale and find practical solutions
- Safety benefit of new roads

Nationally Led Transport Policy and Advocacy

- Regular meetings are held with the Minister of Transport and Associate Minister of Transport, National Transport spokesperson and Waka Kotahi
- Issues arising from the ongoing underinvestment in rural/provincial transport and the impact its having on those communities
- Road maintenance – long time in the making – AA's position – road maintenance should get first call on fuel excise duty and RUC.
- Speed reviews – viewed as compensation for underinvestment in infrastructure and maintenance o
- Member and population surveys
- OIA Central govt election cycle

Upcoming election calls

1. Maintenance
2. Cellphone use
3. Impaired driving

4. Regional highways
5. Transport costs – spend GST FED/RUC on transport
6. Resilience
7. Sustainable mobility – EV chargeable infrastructure and allocate carbon tax on fuel to reduce transport emissions

Local advocacy

1. Road maintenance in Northland
2. Land designation for 4 laning Whangarei to Marsden
3. Rail link to Marsden
4. Breath testing numbers
5. Submissions on speed review(s)
6. Te Tai Tokerau Mayoral and chief executive forum – 5 top priorities
    - Strong infrastructure that can manage climate change
    - Good connectivity
    - Enough housing
    - A healthy economy
    - Being a trusted partner with central government

Road quality is consistently the highest concerns nationwide and the evidence is clear: the quality of the road surface has a real impact on safety. Drivers' dissatisfaction about the quality of road surfaces and frequency of repair work continues to grow. While there has been a welcome increase in road maintenance investment in recent years there are further safety gains to be had from lifting the level of funding higher – especially with the amount of vehicle kilometres travelled having increased over 20% in the last decade.

About 40% of fatal crashes involve drunk or drugged drivers and there has been little progress made reducing these numbers in recent years. Large-scale testing of drivers for alcohol or drugs is a critical element in catching and deterring people from getting behind the wheel when they are impaired. The number of alcohol tests being conducted has dropped from 3 million in 2013 to less than 2 million in recent years while it is still unclear when drug testing will be introduced on our roads.

Far too many people are still using phones when they are driving, putting themselves and others at completely unnecessary risk. The largest study done in New Zealand indicated about 1 in 40 drivers at any time will be on a phone. Using a phone while driving is not something that can be done by mistake. People have to deliberately choose to do it and the more drivers there are on the roads that are distracted by phones, the greater the risks that one will have something unexpected happen in front of them and be too slow to react. There is also a danger that high numbers of drivers getting away with using their phone normalises the behaviour and encourages others to do it.

The scale of damage wreaked by the Auckland floods and Cyclone Gabrielle brought home to everyone how vulnerable our road network is to weather events – particularly as their frequency and severity increases with climate change. In recent years, in some parts of the country, roads have been fixed only to fail again when the next flood comes

along. It's become obvious that simply putting back what was there before is no longer the answer. And even in places that haven't been hit, it's become equally obvious that many of our most important roads are ill equipped to cope with either weather events or rising sea levels. Restoring decent road connections to the regions and communities that were devastated by the most recent events must remain the most immediate priority. But getting on with improving the resilience of our road network is now equally urgent. Improving the resilience of our road network needs to become a critical ongoing priority. This means allocating funding first to improving the resilience of the roads which are most at risk and where the consequences of failure are the most significant. It also means carefully considering opportunities to improve resilience when planning road construction, renewals, and maintenance work.

The Government ratified the United Nations' Paris Agreement on climate change in 2016 and volunteered a National Determined Contribution to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030. The New Zealand Emissions Trading Scheme is the Government's main tool for reducing greenhouse gas emissions and has been in operation since 2010. The NZ ETS requires fuel importers to pay for the carbon emitted when the fuel they sell is burned which currently returns almost $1 billion annually to government. While land transport is only 12% of New Zealand's total Greenhouse Gas emissions it contributes more than half of the income to the ETS because of the exclusions applied to other sectors. However, because fuel is an essential commodity the increase in price has limited effect on demand, and revenue is hypothecated into the Climate Emergency Response Fund. Currently, the funding generated is spent based on annual bids as part of the budget process (progressing some projects that are symbolic but ineffective).

Multi District Advocacy Project

We are drafting a set of OIA requests to quantity the extent and cost of underinvestment in road maintenance in the Country. Due to the sheer size and scale of these challenges we are beginning this advocacy project by concentrating on Potholes.

Member report hhh 12.5.23



Name: H Halkyard- Harawira 12.5.23 Ward: Te Hiku Māori

	Take Kaunihera	
13-24	13 -24 April Whānau Leave- Tangihanga	
23.4	Rā Anzac- he whakaaturanga o ngā putiputi- poppies - Austen & Harawira whānau	Waimanoni lane, Awanui
25-27 Aperira	Waitangi Tribunal - Kura Kaupapa Māori Urgent Hearings- whai ara motuhake	Hoani Waititi Kura Kaupapa Māori
28.4	**8.30** Hui tahi- Te Ahu - hei whakanui te hainatanga o Te Tiriti o Waitangi i Kaitaia 1840 - ngā kaimahi o Te Rarawa **9.30** Hui Te Oneroa a Tohe- māhere hōu mō Te Oneroa a Tohe, me te whakarite hui i waenga ngā kaimahi , pākihi katoa i te taha o Te Oneroa a Tohe.	Kaitaia Te Ara Wairua Hui whakaora te Oneroa a Tohe. Me whai Heamana nō ngā mema a Iwi.
5.5.23	Te Ahurea o Tai Tokerau - Tai Tokerau Festival Stunning performances and commitment to Māori culture across Tai Tokerau	Te Rangi Aniwaniwa- collaboration with ANT, Tai Tokerau media, Te Reo o Tai Tokerau Tōkihi ki Mua, Census et al
6.5.23	Tōkihi ki Mua- Tai Tokerau Secondary Kapa Haka Competition - 9 teams. Te Rāwhitiroa laid challenge to protect the taiao and Kaikohe Kura Kaupapa Māori demanded Council to stop the dumping of sewage into Hokianga harbour.	Te Rangi Aniwaniwa. 3 kura will represent Tai Tokerau in secondary nationals 2024:
8.5.23	Hui o te ata i Te Hui Hurihanganui, Follow up on Kaitaia Airport - telephone calls	Waimanoni Marae , Kaitaia Waea
9.5.23	Te Hiku Community Board Hui 10-12 Follow up on Rawene Resource Consent hearings	Kaitaia
10.5.23	• Ngakahu/ Ngakohu Ahuwhenua Trust • small working group • Followup from 8.3.23 site visit and workshop • Resolutions passed 28.6.2018 and 2022/12 • Trustees frustrated , relationship breakdown. • Trustees hōhā with Council delays since 2018 motion to exit. • Decommission of Kauri Dam- Steering Cttee work together with Trust to complete an action plan within a timeframe	Zoom T Proctor to draft a plan by early June to decommission Kauri Dam

1

Member report hhh 12.5.23

10.5.23	Moringai • Followup on Moringai Request for response to legal challenge from Tamaki Legal Dec 2022 • to revert Moringai to Historic Reserve , • Pohutukawa protected in Ahipara Takiwā Plan but not covered in FNDC notable trees; • would like an apology from FNDC re wrongful cutting of tree, • return of Moringai to local hapu,	Emera- FNDC to draft response by 1st June
	From Discussion Paper 17.11.22	
1 Roles	• Nā Te Ture kawanatanga- a - rohe , i puta mai tokowhā ngā Kaikaunihera Māori kei te Kaunihera o Te Raki. • Me āta whakaaro he aha ngā mahi a ngā Kaikaunihera Māori me ngā hononga mahi i waenga ngā hapu me ngā Iwi. • Me whai whakaaro i waenga i ngā kaimahi o Te Hono me ngā Kaikaunihera Māori kia mahi ngātahi hei whai hua mō ngā hapu me ngā Iwi. • *The Local Government Act provided an opportunity for four Māori Ward Councillors to be members of the FNDC.* • *Roles and responsibilities of Māori Ward Councillors; relationships with Iwi, Hapu, Te Kahu o Taonui and Māori organisations to be confirmed.* • *Te Hono and Māori ward councillors- to consider working together to achieve shared outcomes for Māori and Iwi*	Set regular hui with Te Kahu o Taonui and other Rōpū Māori to strengthen relationship and work outcomes for Te Mana Whakahono a Rohe. Take on board Waitangi Tribunal recommendations in planning and strategic development Regarding Resource Consents- go to Iwi Hapu first. Work through changes of new laws Ask for progress reports on long standing whenua Māori. Mana Whakahono a Rohe Agreement-that strengthens the rangatiratanga and influence of iwi and hapū in local government and the management of te taiao
2 Areas of Maori wards?	Recommendation **To initiate – consultation re Māori ward takiwā by Matariki 2024** FNDC has 3 general wards and 4 Māori ward councillors **Possible Māori Ward Options** **Scenario 1** 1) Cape , Kaitaia, Whatuwhiwhi and Tokerau (Doubtless Bay) 2) North & South Hokianga 3) Whangaroa, Kerikeri, Paihia 4) Kaikohe, Kawakawa, Russel **Scenario 2 -a chairperson and retain 3 wards** 1) Te Hiku Ward, 2) Whangaroa -Bay of Islands 3) Kaikohe Hokianga **Scenario 3** A new unthought of option **In the meantime:** our informal current Māori ward arrangement is :	

2

Member report hhh 12.5.23

	Maungataniwha north- Hilda and Penetaui Maungataniwha south- Tamati & Babe

Take Hāpori *This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.*

Kaupapa Māori	Kōrero
Kua wheturangitia 	Kane Te Tai - he hoia nō Te Rarawa i mate ai i te pakanga o Ukraine Ngaire Makiha - te hoa rangatira o Rereata Makiha Mere Taylor Tuiloma - he mareikura reo tioriori nō Motukiore Karnin Ahorangi Petera- i mate aitua i Whangarei. (Aroha mai mehemea kua wareware ētahi ingoa)
Wai 45 Claim	Claimants – email briefs of evidence sent to me regarding unresolved / unheard Ngāti Kahu claims in Muriwhenua.
Wai 1718 Claim	Urgent claim for ngā Kura Kaupapa Māori April May 8-10
Housing on Māori Land	• Infrastructure & resource consent process slow • Wastewater connections fuzzy • HUD, Te Pauahi, TPK, many funding pools- how to work together to get maximum outcomes for Tai Tokerau whanau needing housing Container Housing - Workshop May 10, Reap Kaitaia
Wai Tiko –	Resource Consent Hearings Rawene week 15th May
Coastal restoration	Coastal erosion/ restoration concerns : Kaimaumau, Whangape, Pawarenga, Te Oneroa a Tohe, Taipa impact on dunes, pingao, dangers of sand slides. MACA claims .
Awanui	Awanui junction is now SH 1. Traffic volume increased – need a roundabout at Awanui / Mangonui/ Cape junction. • Sent RFS re potential slip below 202 Quarry Rd Awanui enroute to airport • Sent RFS re Whangape roads
Shortage of doctors in Te Hiku	3000 in Muriwhenua not registered with doctor service.
Congratulations	• Mangamuka Marae 75 years anniversary- ANZAC Day 2023 • Te Tiriti o Waitangi Marae Waitangi , 100 years anniversary • Matua Bom Gillies – for Māori Battalion Flag colours Feb 2023 , recognition of the number 28 – for He Whakaputanga. • Te Rangi Aniwaniwa – 30 years anniversary Feb 3, 2023

Member report hhh 12.5.23

	• Alana Thomas - appointed as permanent Judge to the Māori Land Court

Portfolio	1) ***Assurance & Risk Committee-*** will need -An internal group to analyse and manage risks to the organisation 2) **Kuaka Committee – Kaupapa Māori issues / Hapu Iwi , Māori relationships** 3) **Te Oneroa a Tohe Board** 4) **Reforms Portfolio** 5) **Ngakahu/Ngakohu Ahuwhenua Steering Group**
Locals Rural isolation	• Life is tough daily. Keep rates and general costs down • People want to be part of their own solutions • Pī is a dangerous element- splitting whanau apart • Kaitaia Airport a lifeline necessity
	1) ***Annual and long-term plan-*** confirm what we can/should achieve • **Austere budget & affordability.** • **Keeping rates low-** cost of living & high levels of poharatanga • **Prioritise projects –** Community priorities spread over 3 years • **Staffing** to achieve/support the annual and long-term plan – Servicing our ratepayers , advisory roles, consenting & compliance. – Equitable spend across 3 communities over 3 years – Gathering & measuring good feedback, clear comms – Bring in extra income-devolve roles to other funders- i.e. halls , parks – Planning for climate resilience & risk mitigation – Data collection & growth projection – Iwi, hapu, Māori & inter agency relationships for better outcomes • **Infrastructure needs & strategy better turnaround** – Creative about delivery of services and community projects – trade training centres to build youth capacity • **FNDC Resilience** – Regular maintenance • **Rates , Roading , Drainage , 3 Waters, Housing, Extra Income** – Post Gabrielle recovery & risk prevention, CDEM at local level
Thanks to **Senior Leadership Team**, Kahikā Moko & Kowhai Kelly – for their hard work . He mihi atu ki a Blair King mō āna mahi i Te Kaunihera.	

Oranga taiao, oranga tangata • Nurturing the environment so it nourishes us

Member Report

Name: **Cr Kapa**

Ward: **Tai Tokerau Maori Ward**

Date: **April/May 2023**

Meetings Attended

Date: Apr/May	Meeting Topic	Comment
Sat 15th	Sport Northland: Hui in Kaikohe	Workshop Te Tiriti & He Whakaputanga documents. Following on from staff hui.
Mon 17th	Citizens Ceremony: Kaikohe Cycle Trail Board hui: Kaikohe	57 candidates received NZ citizens at Memorial Hall
Tues 18th	Te Huia hui & Cycle Trail hui: Kaikohe	
Fri 21st	EM catchup with Te Hono	Internal
Wed 26th	Khe Lib Steering Committee: Khe	TRAION Reps attend, FNHL to undertake design review and draft/cost two concept designs and update at next meet [May 15th],
Thurs 27th	Mayor & EM catchup with LGNZ CE, ERC Workshop on Gov priorities, Mayor & EM catchup.	Attend online
Fri 28th	Attend Prof Dev: Waitangi	Waitangi Hui
MAY: Tues 2nd	Intro to new Chr Te Miromiro Cmt Followed by monthly Meeting:	Attended online
Wed 3rd	Te Pouahi o Te Taitokerau – [build durable homes & communities] Social Housing in Kerikeri	View purpose and structure: Trust & Program Control Group. Attend online Attend Kerikeri Community hui re: Social Housing
Thurs 4th	Council Monthly Meeting	Attended online
Mon 8th	Meet with TRAION Cycle Trail Trustee Meeting	Revisit relationship, introduce proposed Kaikohe Library/Civic plan
Wed 10th	Te Pouahi o Te Taitokerau -	Council representative to their Panel – attended online
Thurs 11th	Met with Habitat for Humanity alongside Kowhai: Kerikeri	Introductory hui also to remind Council of their presents in the housing forum.

Member Report

Fri 12th	MODSPACE: builders of Studio Cabins. 260 Waimate Rd, Kerikeri	Currently build cabins for Ngati Porou flood victims. Interested to supply local demand.

Member Report

Name: Penetaui Te Kauwhau o Te Pihopa Kleskovic

Ward: Nga Tai o Tokerau (Maori Ward)

Date: 12 May 2023

Meetings Attended

Date	Meeting Topic	Comment
17th April	Citizenship Ceremony	This was my first time attending a ceremony of this nature. A significant number of people attended and became citizens. My role was very modest supporting the Mayor with fellow
18th April	Te Huia ERC	N/A
20th April	Joint Regional Economic	Establishing a robust process of hiring and interviewing Northland
21st April	Te Hono	This hui was positive and gave us an insight to the extensive range of mahi Te Hono actually cover. I would like Te Hono to work closely with the Te Kuaka Committee to ensure we have alignment across outstanding issues
25th April	ANZAC services (Mangonui, Waitangi services)	Attended the service at Mangonui with Cr Foy and laid the wreath together on behalf of FNDC. A service was held at Waitangi to commemorate our hoia. We were graced with the presence of the morehu of the Maori Battalion, Sir Robert Nairn Gillies KNZM. This gathering was
27th April	Mayor and Councillor catch up	N/A
1st May	JREDC Interview panel – Northland Inc Directors	Some very proficient, skilled and capable candidates. An entire day of interviews 6 in total. Myself, Mayor Jepson and Tui Shortland on the adhoc committee who are responsible for the
4th May	Virtual Council meeting	Incredibly positive outcome from our hui. This was a virtual meeting due to the atrocious weather event. I was only present for a brief period of time given
5th May	Kaikohe WWTP working group hui	A meeting with Council staff and Kaikohe mana- whenua to address

Member Report

		One in particular is the wastewater discharge in to the Wairoro stream, Kaikohe. My recommendation is that we completely cease this exercise and lead out new innovative ways of discharge to land, using the land also as a carbon sink. Buying the land and planting 200ha in exotics as a carbon sink. This will generate circa $23mil and offset the cost of establishment for this WWTP.
8th May	JREDC Interview panel – Northland Inc Directors	Another 4 candidates were interviewed for the role of Northland Inc Directors. This is day 2 of interviews. We have chosen our 4 candidates and the NRC staff will be notify successful candidates on the 18th of May.
10 – 12th May	Nga Pou a Tane National Maori Forestry Alliance	As a Councillor of Regional Economic Development Committee, I took the liberty to attend the hui in Rotorua given the potential changes to the Emission Trading Scheme and several proposals from GOVT regarding the changes. In the future the Govt will force Councils to issue resource consents to anyone who wishes to undertake a planting regime on their own whenua. A 2-day wananga hearing from leaders within the sector about transition from exotic to native. However, until the Govt incentivize Iwi and Maori landowners to plant native perhaps they should change the look-up measurement tables.

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment
Moringaehe	Outstanding and unresolved due to staff not having completed a missive in a timely manner.
Puketiti	Currently still outstanding.
Waitangi	We need to work with the marae. This is not a Treaty issue. Council own the land and have the authority to work with
Kaitaia Airport	Rangitane Marsden the facilitator for the collective stakeholders and bringing to the table a solution who works for everyone.
Lake Omapere	A meeting in Utakura Valley about the future of the Lake and next steps. This issue could have been resolved in the time of

Member Report

Portfolio Update: (Waters)

- **Kaikohe WWTP** – A report is coming to EMs about the future of the WWTP and the costs associated with the expansion. We can use land plant it in exotics and generate revenue to ease the load on rate payers' pockets.
- **Taipa WWTP** - Ngati Tara and Matakairiri Hapu working in this space to ensure a smooth process that incorporates Iwi and hapu rangatiratanga.
- **Rawene WWTP** – Rawene hearings about Hokianga harbour and discharge of wastewater in to the moana.

Member Report

Name: Steve McNally

Ward: BOI- Hokianga

Date: 12/5/23

Meetings Attended

Date	Meeting Topic	Comment
18/4	ERC	Kaikohe
20/4 26/4	Ventia roading CD & TT Waters	Kerikeri Kaikohe
27/4 28/4	Mayor & Councillors + ERC ERC	Kaikohe Paihia
3/5 8/5	Community meeting ERC	Kerikeri Centre Kerikeri

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment
Community meeting 3/5/23	Ratepayer/community concerns raised over District Plan interpretation both operative & Proposed (out for consultation) Major concerns over Infrastructure capacity roads, water, sewer plant and pipes – need full update
Kaitaia water	Ongoing issues with Kauri dam – highlight the fact the Sweetwater bore supply is not operational. Why not? What is the status of the bores and what is the actual cost to date? What is holding cost of Sweetwater project daily/monthly given there is no water flowing into town? Who is responsible for delivery of project and when was hand over, given public opening reported last year?
Matauri Wastewater scheme	What is the situation here? This plant was constructed over a decade ago, why is it not operational? I have had current owner's representative contact me, and what I have been provided indicates something is amiss here, councillors need a full update urgently?
Road	

Member Report

Portfolio Update: (Name of Portfolio)

Roading issues across district are immense, recent government announcement may help funding of recovery, however, still have a massive infrastructure maintenance deficit to catch up on.

NTA have produced paper to address funding shortfall around drainage of the roads, water tables and culvert clearing have been brought back into focus.

AP needs budget lines to ensure council has ratepayer share ready.

Procurement policy and Roading contracts need to be carefully reviewed to ensure we have the machinery and people power to complete the work required.

Matters for Discussion

This section should be completed for matters which the elected member wishes to raise with wider Council, Community Boards and/or in relation to delivery.

- See above – I will speak to these on the day

Member Report

Name: Mate Radich

Ward: Te Hiku

Date: April May 2023

Meetings/Events Attended

Date	Meeting Topic	Comment
21 Mar 2023	Verbal submissions on Speed Limit review	
	Mayor & Councillors catchup	
	Extraordinary Council Meeting	
23 Mar 2023	Extraordinary Council Meeting	
3 April 2023	SLT and Council wananga	How the realignment is going
4 April 2023	Mayor & Councillors catchup	
6 April 2023	Council Meeting	
18 April	ERC	
2 May 2023	Assurance risk and finance	
4 May 2023	Council Meeting	

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment
Kaitaia Warehouse	Northland Basketball have their funding and are in process of applying for resource consent. All other talks of other purpose need to stop.
Kauri Dam	Not satisfied with things.
Kaitaia Airport	Look forward to it progressing very quickly and the go ahead with the upgrade, Because Kaitaia airport is so important to our people.

Member Report

Sweetwater Aquifer	Concerned about the lack of information at resolving the issue to Sweetwater operationalising and being the main source of water for Kaitaia. What is going on?
Unsealed road matrix	Has the matrix workshop been organised? This is urgent.
Council Roads	Issues with poor maintenance means they are falling apart. I feel contractors not maintaining to standard and want NTA to monitor their performance better. Where are the two NTA inspectors?
Lights along new walkway	Vandalism of lights not fit for purpose. We need to get rid of them or replace – and do inground wiring.
Kaitaia water breaks	Two water breaks in main street. Pipes are buggered. The worst is outside Shackleton's Pharmacy goes across under Commerce Street and the Island in the middle of the road – which are hampering repair but also traffic flow for the fire brigade. Planter boxes were supposed to be moved ages ago. When is this getting actioned so the piping solution can be resolved and Kaitaia CBD can have security of water supply

Portfolio Update: (3 Waters)

Matters for Discussion

This section should be completed for matters which the elected member wishes to raise with wider Council, Community Boards and/or in relation to delivery.

- **Kauri Dam** –
- **Sweetwater Aquifer –** date pushed back. No information forthcoming.

Training / Conference Attendance

This section is to be completed when an elected member has attended a professional development opportunity or a conference on behalf of Council. It should outline the learnings from attending the event and value to the organisation.

Name of Event:

Date of Event:

Learnings:

Value for the organisation:

Member Report

Name: Cr Rākena

Ward: Ngā Tai o Tokerau

Date: 12/5/23

Meetings Attended

Date	Meeting Topic	Comment		
14/4/23	Hui tahi ki a Kevin Johnson	Tā te mea kihai au i tae atu ki te pōwhiri a te kaimahi hou nei me te tūtaki ā-kanohi ki a ia, i toko ake te whakaaro kia hui tahi māua ki te wānanga me te whakawhiti kōrero mō āna mahi i roto i te Kaunihera.	Meeting with Kevin Johnson	Because I didn't attend the welcome ceremony for this new employee and haven't had a face-to-face meeting with him yet. I thought it would be a good idea for us to come together to discuss about his work within Council.
17/4/23	Hui mō Ngā Tai o Tokerau	He wāhi hui tēnei ki te kōrero mō ētahi take o te wā kei waenganui i ngā Kaikaunihera Māori.	Meeting for Ngā Tai o Tokerau.	This was a meeting for Māori Councillors to discuss important topics and news.
17/4/23	Comms & Engagement Portfolio Hui	Ko Ruben kē te kaiwhakarite i tēnei hui. Waihoki, ko tōna ito, he kōrero mō te mahere me ngā rautaki hei hipokina atu ngā taipito kōrero o te wā ki ngā iwi o Te Hiku. I konei ahau tūtaki ai ki te kaimahi a Ken Lewis. I puta hoki te kōrero mō tētahi tūranga kua whakaritea mō tētahi tohunga pae pāpori.		Ruben was the facilitator of this meeting. In addition, his intention was to discuss the plan and strategies to disseminate current issues to the tribes of Te Hiku. I met a member of staff there, Ken Lewis. Discussion was also had about a position that had been drawn up for a social media expert.
17/4/23	Citizenship Ceremony	Koia tēnei ko taku wā tuatahi ki ēnei momo kaupapa. Waihoki, i kite ahau i te ngākau nui o Ngāi Tauiwi ki ō tātou whenua o Aotearoa. Ka mutu, e mihi ana ki te kāhui o Te Hono, a Taniora, otirā ngā kaimahi o Te Kaunihera i tae atu ki te tautoko i tēnei kaupapa hirahira.		This was my first time being involved in this kind of event. Furthermore, I observed the genuine love foreigners have for our land of Aotearoa. Lastly, I would like to acknowledge the team at Te Hono, Taniora, as well as the council staff who came to support this important event.
18/4/23	Te Huia	Kei roto ngā meneti ngā taipito kōrero.	The Huia	Details are in the minutes.

Member Report

21/4/23	Hui tahi ki Te Hono	He hui tēnei ki te whakarongo ki te rāngai o Te Hono. Ko tā mātou mahi, he āta whakarongo ki te pae tawhiti o ā rātou mahi, ā, me pēhe ai mātou (Ngā Tai o Tokerau) e mahi tahi ki a rātou i roto i ngā hui e whai pānga ana ki te Ao Māori.	Meeting with Te Hono	This meeting was to hear from Te Hono. Our job is to listen carefully to the strategic objectives of their work and consider how we (Ngā Tai o Tokerau) can collaborate with them in relevant meetings that relate to the Māori world.
25/4/23	ANZAC Day	I tae atu ahau ki Te Whare Whakamaumahara o Kaikohe.		I was in attendance at the Kaikohe Memorial Hall.
26/4/23	Tai Tokerau Waters Workshop	He whakarongo, he wetewete, he urupounamu te mahi o tēnei hui. Ko tā ngā kaiwhakahaere o tēnei kaupapa, he whakatakoto i tā rātou mahere mō te tuku i ngā wai hei whāngai I te marea. Ki ahau nei, i pai te hui mō tēnei taonga nui. Heoi, e tirotiro atu ana ahau ki te oranga o te wai kei te roto o Ōmāpere me te whakaaro “he aha rātou i kore ai e whakatika i tēnei roto, hei oranga mō ngā iwi?”.		This meeting involved listening, discussing, and questioning. The organisers aimed to present their plan for providing water to the community. From my perspective, it was a positive meeting for this important matter. However, I am also concerned about the state of the water in Ōmāpere and wonder, "Why don't they clean this this lake, to ensure the well-being of the people?"
26/4/23	Kaikohe & Library Civic Hub Steering Group Workshop	Mīharo rawa tēnei hui! I mīharo nā runga i te tini o ngā ringa raupā i taetae mai ki te tuku i ō rātou ringaringa ki te hāpai ake i tēnei kaupapa. Tāria te wā kia kite ai tātou i ngā hua ka puta 😊		This was an amazing meeting! It was incredible to see the multitude of hands that came forward to contribute and uplift this cause. In time we will see the results.
27/4/23	Hui tahi ki a LGNZ – Susan Freeman-Greene	I waimarie mātou ngā Kaikaunihera ki te noho tahi ki a Susan rāua ko Craig Little (Koromatua o Wairoa)	Meeting with LGNZ - Susan Freeman-Greene.	We were fortunate as Councillors to have had the opportunity to sit together with Susan and Craig Little (Mayor of Wairoa).
27/4/23	Executive Review Committee Workshop – Governance Priorities			

Member Report

c	Hui kei waenga i Te Kahika me ngā Kaikaunihera	Ko ngā hui ēnei kua whakaritea e te Kahika kia rongo ai mātou i ngā piki, ngā heke me ngā nawe o te wā i roto i tō tātou rohe.	Meeting between the Mayor and Councillors.	These meetings are organised by the Mayor so that we can hear about the ups and downs, and the challenges within our region.
28/4/23	Te Roto o Ōmāpere	I haere atu a māua ko Cr Kleskovic ki tēnei hui i whakatū ai ki te marae o Rangatahi, ki te riu o Utakura (Uta Te Whanga). Ko te pūtake o tēnei hui, he wānanga tahi mō te roto o Ōmāpere, me te mate haere o te wai, ngā kīrehe, ngā awa o Waitangi me Utakura anō hoki. Ko tētahi atu wāhanga o tēnei hui, he āta whakarite i tētahi rōpū hei whakahaere i te haumanutanga o tēnei roto. Kei roto i a tātou o te Kaunihera, te NRC me te Kāwanatanga te mana hei whakatika i ngā mahi hē.	Lake Ōmāpere	Both Cr Kleskovic and I attended this meeting held at the marae of Rangatahi, at the Utakura valley (Uta Te Whanga). The purpose of this meeting was to collectively discuss the situation in Ōmāpere, including the deteriorating water quality, pests, the rivers of Waitangi and Utakura, among others. Another aspect of this meeting was to plan and establish a group to manage the restoration of this lake. Our Council, the NRC, and the Government have the authority to rectify past issues.
2/5/23	Te Miromiro Hui		The Miromiro Meeting	
4/5/23	Hui Kaunihera ā-huitopa	Ahakoa kīhai mātou i hui ā-kanohi, i rongo tonu ahau i te hihiri kei waenganui i ngā tāngata i whai wāhi mai nei ki tēnei hui. Nā Hina pea te māramatanga i tīaho mai ki runga i a mātou, otirā ki tēnei hui.	Online Councill Meeting	Although we didn't meet in person, I still felt the enthusiasm among the participants who attended this meeting. Perhaps it was Hina's enlightenment that shone upon us, even in this gathering.

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment		

Member Report

Ngā āwha nui	Tuatahi ake, e tuku ana ngā whakaaro ki ngā hapori kua pakeke rawa tā rātou noho nā runga i te kaha heke o ngā ua, ngā waipuke me te āwhā i ngā wiki tata nei. Ka rua, i tino kite ahau i te Kahika me te Kōwhai e tuari atu ana i ngā pūrongo matua kia haumaru ai te noho a ngā iwi o Te Hiku. Ka toru, me mihi ka tika ki ngā kaimahi o te Kaunihera, ngā Uri o Te Uira, ngā Uri o Wainui Ātea me ngā kaimahi katoa i whakapau kaha kia haumaru ai tātou o Te Hiku	Major storms	First and foremost, I extend my thoughts to the communities that have been significantly impacted by the recent heavy rains, floods, and storms in recent weeks. Secondly, I truly appreciated the Mayor and Deputy Mayor for providing essential reports to ensure the safety and well-being of the people of Te Hiku. Thirdly, proper acknowledgement should be given to the council staff, the descendants of Te Uira, the descendants of Wainui Ātea, and all the hardworking individuals who have dedicated their efforts to ensure our safety in Te Hiku.
Tōkihi ki Tua	Ahakoa kīhai au i tae ā-tinana ki tēnei kaupapa, i kite tonu i te ātaahua o tēnei kaupapa hei whakanui i te ahurea, i te tuakiri o Te tai Tokerau, otirā, o te iwi Māori.	Tōkihi ki Tua	Although I couldn't physically attend this event, I still witnessed the beauty of this initiative in celebrating the culture and identity of Northland, as well as the Māori people.

Member Report



Member Report





Member Report

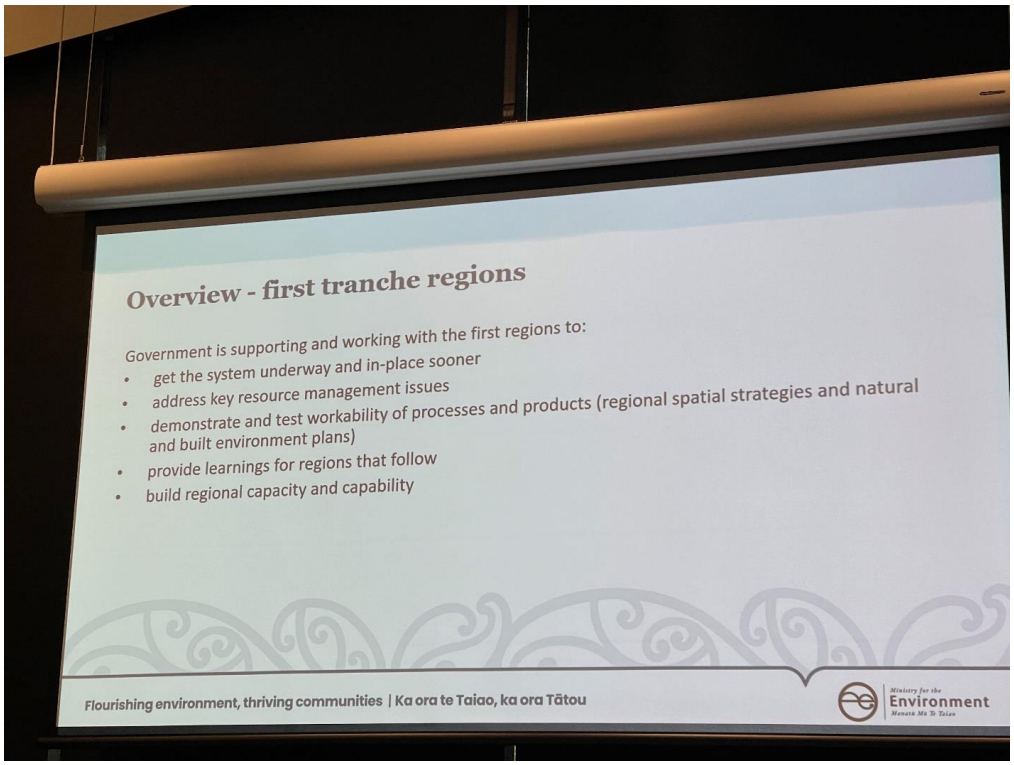


Member Report



Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report



Councillor Felicity Foy

Date: 16/05/2023

Meetings Attended

Meeting Topic
NZ Planning Conference

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report



THE PLANNING REFORM STORM

For many years the Resource Management Act (RMA) has done its job, but many say that it is too complicated and results in drawn out and expensive consenting and Plan making processes.

It is my view that due to the focus on "managing effects" the RMA also has resulted in a bias towards the status quo, and that this has resulted in restrictions to housing and infrastructure consenting and delivery, which is needed in order to respond to population growth. It has been previously highlighted the RMA also does not manage cumulative effects well.

As you may know, I am a qualified town planner and I take a keen interest in town planning. I am very supportive of the new Spatial Planning Act. I am also supportive for central government to help resource our local iwi to have more resourcing in the resource management space. A lot of time and resource is taken to provide information about planning processes to the public and to iwi/hapu by Council. However, I'm many other areas of NZ, Iwi and hapu have their own planning and resource management units. It would a significant opportunity for the Ministry for the Environment to help assist our community and Iwi/hapu to be better resourced in this space, instead of all of the financial and human resourcing pressures being placed on local councils to provide this resource.

The new FNDC proposed district plan will be eventually superseded by the new planning acts. It is just a matter of time before all planning processes are undertaken by a regional planning committee with limited involvement of councils at all (1 council rep in the whole regional

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report

planning panel). These panels will be for all of northland, including Kaipara, Whangarei, and the regional Council, and will not be run council by council as it is currently operated.

At the NZ planning institute conference that I attend at the end of April, there was extensive information and details about why the RMA is being reformed and also what the opportunities are with the new planning reforms. I was the only elected member that attended the conference from Northland.

I am the "reforms" portfolio holder, along with Councillor Hilda Harawira. Since the NZ Planning Institute conference, I have tabled with all Northland Councils to lobby the Ministry for the Environment to be one of the first tranche 1 regions to implement the new Spatial planning act, and the new Natural and Built Environments Act (NBE).

The opportunity to volunteer in "tranche 1" of the implementation of these new Acts is that the Ministry for the Environment (MfE) will help resource the transition for both Council and Iwi/Hapu, and also provide technical support within Council and with Iwi/Hapu with this transition.

The new NBE has a change in that the new statement will "give effect" to te Tiriti o Waitangi, and therefore has much more focus on Iwi/Hapu and enabling their aspirations to be given effect to through this legislation.

Given our large number of iwi/hapu and our small rate payer base, plus our very small number of technical planning and spatial planning experts within both Council and Iwi/Hapu organisations, it would a huge opportunity to collaborate with the Ministry for the Environment to increase our Capacity and also to support the increase in technical capacity within Iwi/Hapu organisations.

In my opinion the new spatial planning act is very sensible and will be appreciated by both the public and professional planners alike.

The new spatial plan it act will have the most benefits, by putting master planning of townships as a key outcome, and also to integrate social services planning and infrastructure planning from central government as part of these regional spatial masterplans. It is also noted that central government will have a representative as part of new regional planning committee's to be able to integrate regional planning with central government planning and investment. It is also noted that urban design and architecture will be a huge part of design of town centres and mix use use integration into town centres.

It is with hope that NZ also implements a National spatial plan that plans in advance all the central govt planning of infrastructure and also the planning of infrastructure by requiring authorities such as top energy/solar farms and cell tower/fibre servicing, relative to natural hazards.

I have tabled for northland to be a "tranche 1" region as part of the implementation of the new spatial planning act, and therefore to implement the spatial planning and spatial Master planning of Northland asap. It is with hope that the Ministry for the Environment will be selected northland to be a tranche 1 region, and therefore resource Northland to implement

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

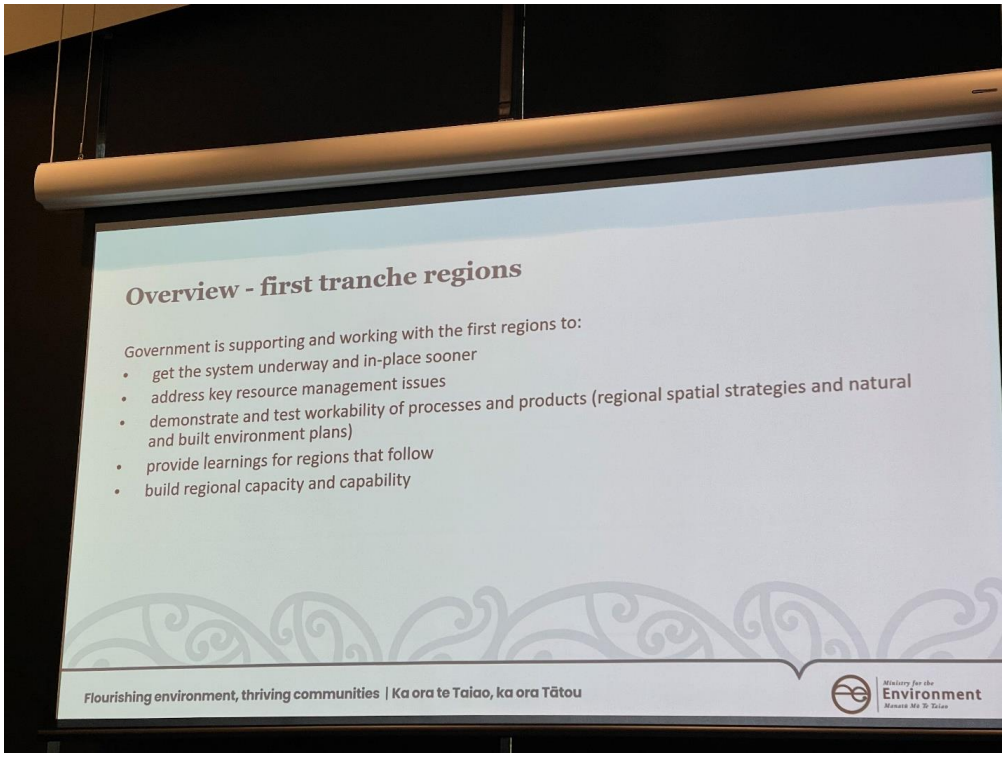
Pūrongo ā-Mema | Member Report

spatial planning and also the new Natural and Built Environments Act ASAP.

Part of the conference was also tech opportunities. I have tabled these with the mayor and also attached excerpts reflecting examples of tech and artificial intelligence opportunities for Northland.

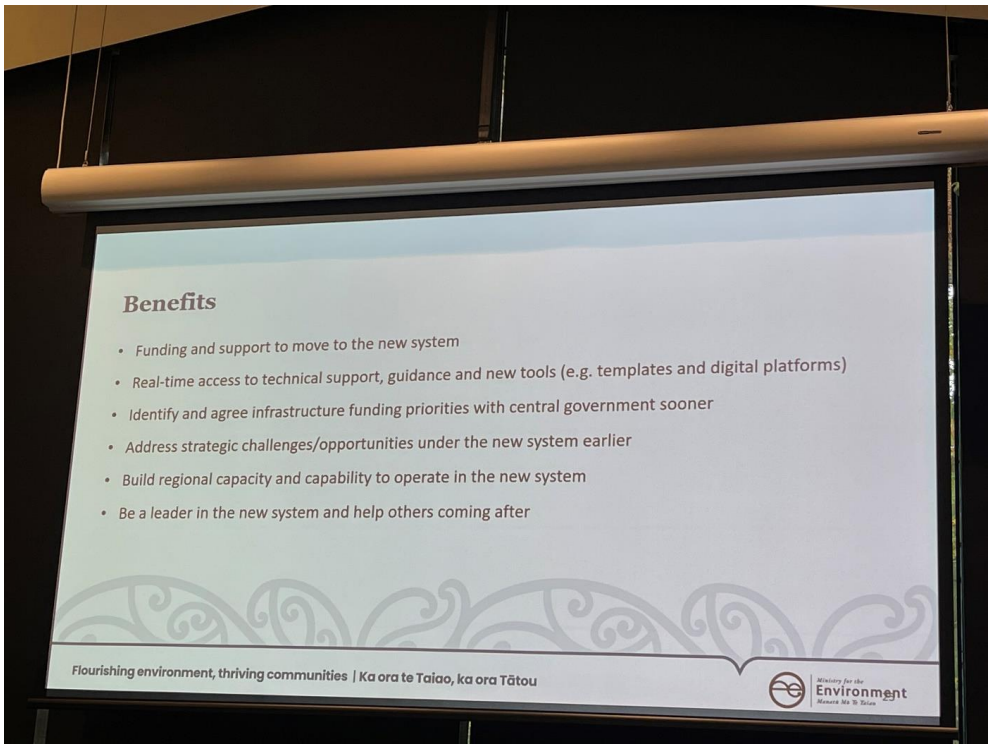






Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

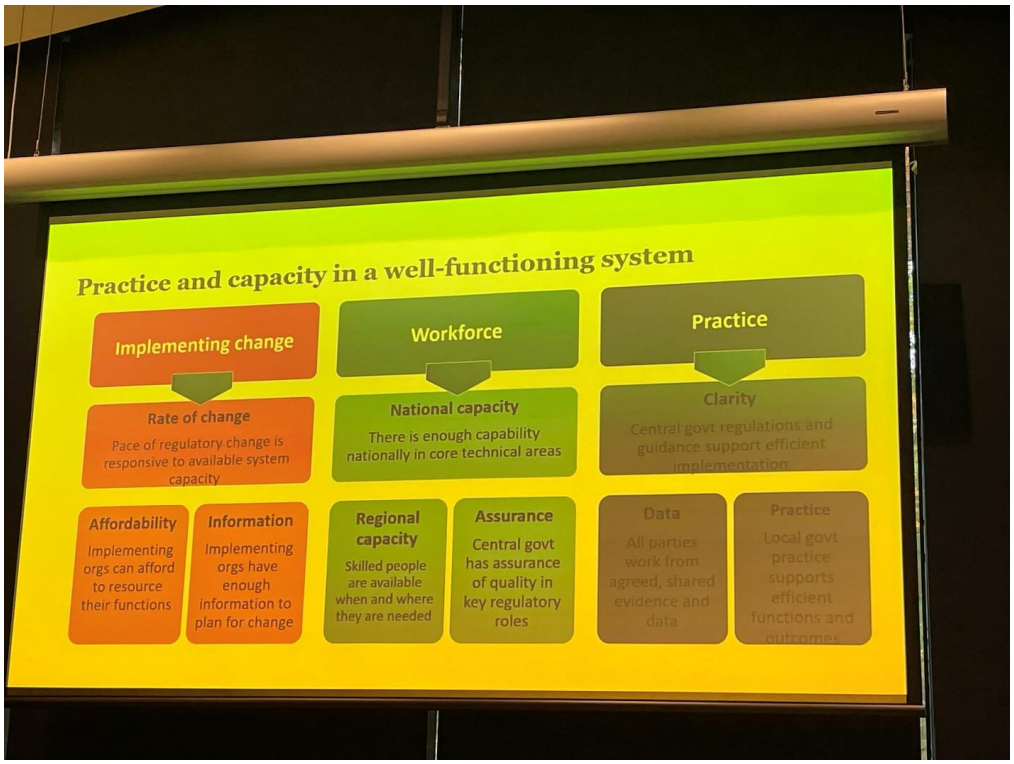
Pūrongo ā-Mema | Member Report

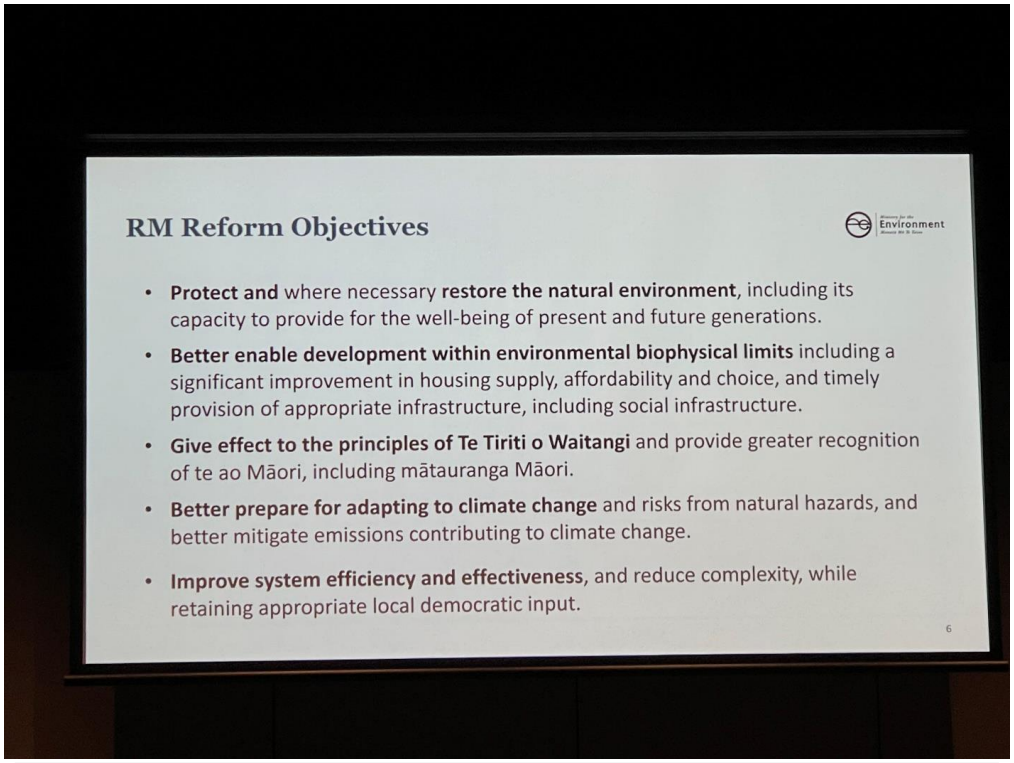




Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

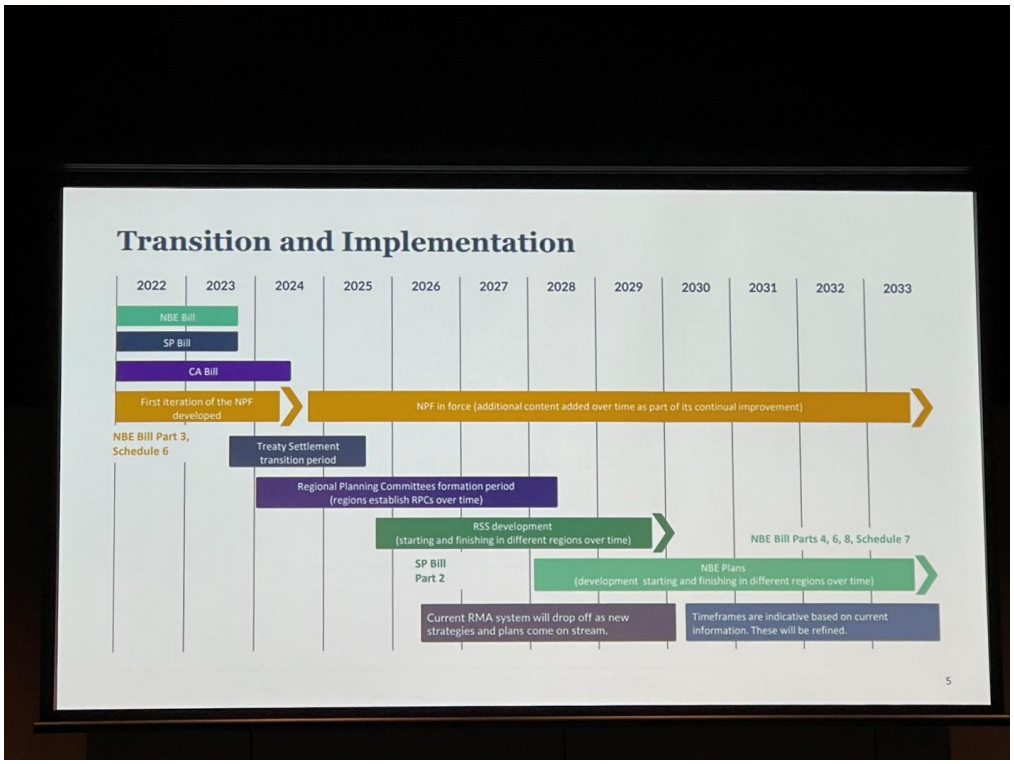
Pūrongo ā-Mema | Member Report





Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report

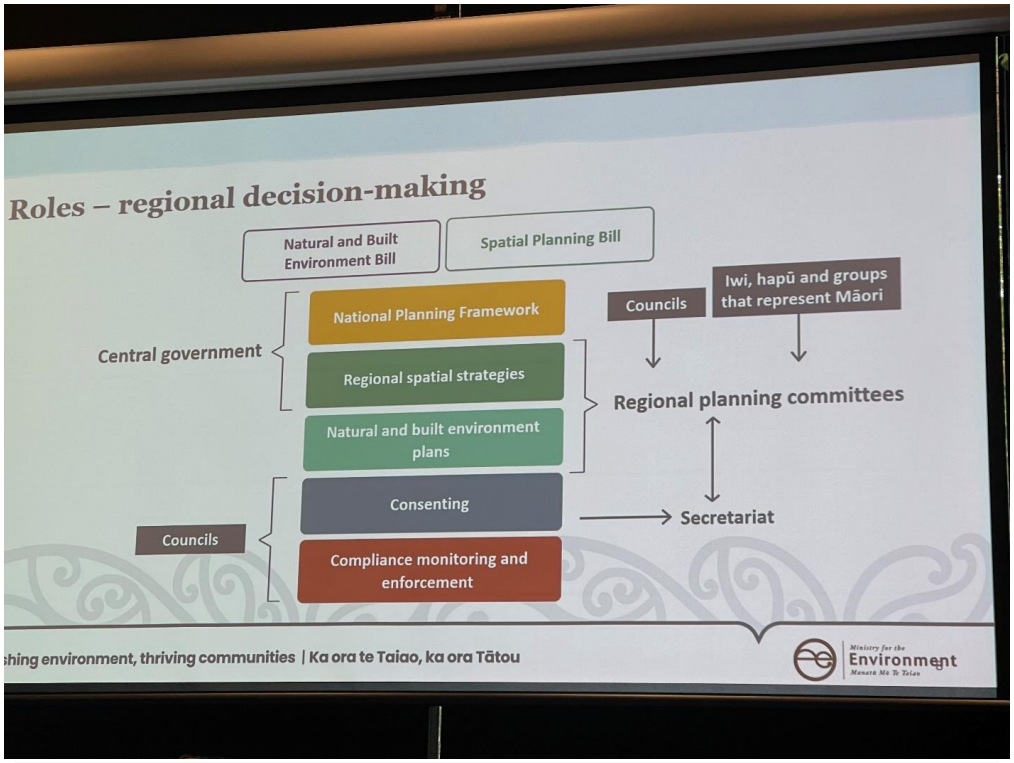




Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report





Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report





Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Pūrongo ā-Mema | Member Report



Name: John Vujcich

Far North Councillor

Date: 16/05/2023

Meetings Attended

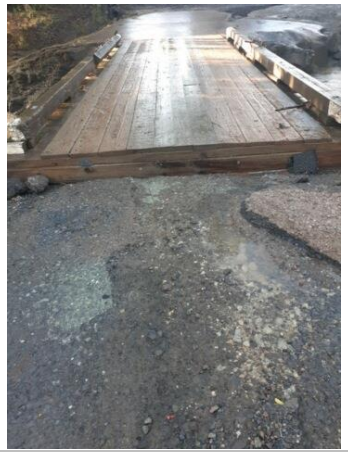
Date	Meeting Topic
16/05/23	· Northland Inc Strategy Workshop · Te Kuaka – Te Ao Maori Committee Workshop
15/05/23	· Comms Portfolio Meeting
12/05/23	· Meeting with Paul Linton Nthld Inc
11/05/23	· Business Call · TTMAC Regional
10/05/23	· Kaikohe Hokianga Community Board
8/05/23	· Cycleway Board Meeting
4/05/23	· Business Call · Nth Inc Board Strategy Meeting
3/05/23	· Grow Kaikohe Meeting
2/05/23	· Verbal briefing to elected members · Northland Chamber of Commerce Board Meeting
1/05/23	· Kaikohe Business Assn Meeting · Okaihau Hall Meeting
27/04/23	· Business Call · May & Council meeting with LGNZ Chief Executive · Exec Review governance priorities · Mayor & Council Catchup
26/03423	· Civil Defence Lessons Learned · Te Miromiro ARF Committee · Tai Tokerau Waters Workshop
20/04/23	· Business Call · Meet Nth Inc CE pre meeting · JREDC Meeting
19/04/23	· Meet business delegation

Community Matters

This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.

Topic	Comment

Extensive Roading problems and flooding	Have received numerous complaints of flooding and roads failing and visited a number of local roads. Most of these roads show poorly maintained water tables and culverts that are blocked or too small to cope with the water volumes. Below is an example on Waitāheke Road, south of Kaikohe, of badly eroded road and erosion around the culvert. 
Flooding	Flooding on Recreation Road, Kaikohe. The area floods regularly; the storm water funding allocated needs to be spent urgently as this storm water problem also causes a traffic hazard on the heavy traffic bypass when it floods. 

Cumber Road	Cumber Road, Kaikohe, is used by Council vehicles discharging at the Kaikohe sewerage plant, by local farmers and residents as well as contractors at the old DSIR site. The road is slumping and needs water tables cleaned. The biggest issue is the bridge that floods 3 to 4 times a year with the last flood seriously eroding both ends. Immediate attention is needed and a better fix is urgent.  

7.2 COMMUNITY BOARD MINUTES - MAY 2023

File Number: **A4195704**

Author: **Marlema Baker, Democracy Advisor**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide an overview of resolutions made by Community Boards with an opportunity for Chairpersons to speak with Council about pertinent discussions held at Community Board.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Minutes from the following Community Board meetings are attached for Council information:

- 9 May 2023 - Te Hiku Community Board
- 10 May 2023 - Kaikohe-Hokianga Community Board
- 11 May 2023 - Bay of Islands-Whangaroa Community Board

TŪTOHUNGA / RECOMMENDATION

That Council note the following Community Board minutes:

a) 9 May 2023 - Te Hiku Community Board
b) 10 May 2023 - Kaikohe-Hokianga Community Board
c) 11 May 2023 - Bay of Islands-Whangaroa Community Board

TĀHUHU KŌRERO / BACKGROUND

This report is to provide Council with an overview of resolutions made at Community Board meetings and for Community Board Chairpersons to raise any Community Board issues with Council.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

This is intended as an information report but shows on the agenda as a standard report to place it earlier on the agenda.

From time-to-time Community Boards may make recommendations to Council. This report is not considered to be the appropriate mechanism for Council to make a decision from a Community Board recommendation. Council could however move a motion to formally request a report on a particular matter for formal consideration at a subsequent meeting. The report would then ensure that Council have sufficient information to satisfy the decision-making requirements under the Local Government Act 2002 (sections 77-79).

The minutes presented to this meeting include recommendations to Council, which staff have requested be considered by Council for the June meeting.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budget provision in considering this report.

ĀPITIHANGA / ATTACHMENTS

1. **Te Hiku Community Board Minutes - 9 May 2023 - A4194659**
2. **Kaikohe-Hokianga Community Board Minutes - 10 May 2023 - A4195101**
3. **Bay of Islands-Whangaroa Community Board Minutes - 11 May 2023 - A4205259**

UNCONFIRMED

MINUTES OF TE HIKU COMMUNITY BOARD MEETING
HELD AT THE CONFERENCE ROOM - TE AHU, CNR STATE HIGHWAY 1 AND MATHEWS AVENUE, KAITAIA
ON TUESDAY, 9 MAY 2023 AT 10:00 AM

PRESENT: Chairperson Adele Gardner, Member Darren Axe, Member Sheryl Bainbridge (Virtual), Member John Stewart, Member William (Bill) Subritzky, Member Rachel Baucke, Member Felicity Foy

IN ATTENDANCE: Cr Hilda Halkyard-Harawira

STAFF PRESENT: Joshna Panday (Democracy Advisor), Marlema Baker (Democracy Advisor), Shayne Storey (Communication Development Organiser), Tania Steen (Property & Facilities Manager), Beverly Mitchell (Community Board Coordinator), Glenn Rainham (SHEQ & Compliance Manager)

1 KARAKIA TIMATANGA / OPENING PRAYER

Chairperson Adele Gardner commenced the meeting and Member Rachel Baucke opened with a prayer.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

Member John Stewart raised a conflict of interest for item 7.6(a).

3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM

None for this meeting.

4 NGĀ KAIKŌRERO / SPEAKERS

- Chris Spanhake & Bev Mason from Awanui School. Item 7.6(a) refers.
- Sarah Burren from Living Theatre Trust. Item 7.6(c) refers.
- Jo Lynch from R Tucker Thompson. Item 7.6(d) refers.

5 NGĀ TONO KŌRERO / DEPUTATIONS

Josh Port & Dave Davies-Colley from Te Hiku Basketball and Rec Trust (virtual)

At 10:55 am the meeting adjourned.
At 11:10 am the meeting resumed.

4 CONFIRMATION OF PREVIOUS MINUTES

6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4183304, pages 8 - 9 refers

RESOLUTION 2023/32

Moved: Member Adele Gardner
Seconded: Member William (Bill) Subritzky

That Te Hiku Community Board agrees that the minutes of the meeting held 11 April 2023, be confirmed as a true and correct record.

CARRIED

5 REPORTS

7.2 KAITAIA DRAINAGE AREA 2022/2023 PROGRAMME

Agenda item 7.2 document number A4183168, pages 25 - 33 refers

RESOLUTION 2023/33

Moved: Member Adele Gardner
Seconded: Member Darren Axe

That the Te Hiku Community Board;

a) approve the reviewed Kaitaia Drainage Area 2023/2024 work programme.
b) approve the proposed 2023/24 Spraying Programme.
c) request the proposed rate change for $133k, including drone hireage and machine cleaning, be reported back to all Drainage Committees.
d) and submit to Council a request for a Public Good component in the rates to be reviewed for the Long-Term Plan.
e) request a briefing from Kevin Johnson (Delivery & Operations Manager) about the monitoring and bylaw breaches and a timeline for appointment of the land drainage staff member and job description.
f) request the timeline and milestones for consenting from Northland Regional Council and collaboration with the other Northland Councils.

Note: Thank you to Fiona King and Blair King

CARRIED

7.3 WAIHARARA AND KAIKINO DRAINAGE AREAS 2022/2023 PROGRAMME

Agenda item 7.3 document number A4183187, pages 34 - 41 refers

RESOLUTION 2023/34

Moved: Member Rachel Baucke
Seconded: Member William (Bill) Subritzky

That the Te Hiku Community Board;

a) approve the reviewed Waiharara and Kaikino Drainage Areas 2023/2024 work programme and
b) approve Michael Steel to be contracted to clean the Waiharara and Kaikino drainage areas up to $10,000.
c) approve the use of other local spray contractors in the area.
d) request the proposed rate change for Waiharara $35,525 and Kaikino $34,413, including drone hireage and machine cleaning, be reported back to the Drainage Committees.
e) request a briefing from Kevin Johnson (Delivery & Operations Manager) about the monitoring and bylaw breaches and a timeline for appointment of the land drainage staff member and job description.
f) request the timeline and milestones for consenting from Northland Regional Council and collaboration with the other Northland Councils.

CARRIED

7.4 MOTUTANGI DRAINAGE AREA 2022/2023 PROGRAMME

Agenda item 7.4 document number A4183191, pages 42 - 49 refers

RESOLUTION 2023/35

Moved: Member Darren Axe
Seconded: Member Rachel Baucke

That the Te Hiku Community Board;

a) approve the reviewed Motutangi Drainage Area 2023/2024 work programme.
b) amend the 2022/2023 budget $50,000 for machine cleaning from the Motutangi Drainage Area reserve fund.
c) request the proposed rate change for $68,864 including drone hireage and machine cleaning, and dedicated staff member be reported back to the Drainage Committees.
d) request a briefing from Kevin Johnson (Delivery & Operations Manager) about the monitoring and bylaw breaches and a timeline for appointment of the land drainage staff member and job description.
e) request the timeline and milestones for consenting from Northland Regional Council and collaboration with the other Northland Councils.

CARRIED

7.1 CHAIRPERSON AND MEMBERS REPORTS

Agenda item 7.1 document number A4183298, pages 16 - 24 refers

MOTION

Moved: Member Adele Gardner
Seconded: Member Darren Axe

That the Te Hiku Community Board note the April 2023 reports from Chairperson Adele Gardner, and Members Darren Axe, Sheryl Bainbridge, Rachel Baucke, and Bill Subritzky.

AMENDMENT

Moved: Member Sheryl Bainbridge
Seconded: Member Adele Gardner

That the Te Hiku Community Board supports the Bay of Islands-Whangaroa Community Board proposed project for a walking track between Taupo Bay and Totara North.

CARRIED

The amendment became the substantive motion.

RESOLUTION 2023/36

Moved: Member Adele Gardner
Seconded: Member Darren Axe

That Te Hiku Community Board

a) note the April 2023 reports from Chairperson Adele Gardner, and Members Darren Axe, Sheryl Bainbridge, Rachel Baucke, and Bill Subritzky.
b) supports the Bay of Islands-Whangaroa Community Board proposed project for a walking track between Taupo Bay and Totara North.

CARRIED

At 12: 29 pm, Cr Hilda Halkyard-Harawira left the meeting.
At 12:33 pm, Member John Stewart left the meeting.
At 1:00 pm, the meeting adjourned for lunch.
At 1:00 pm, Member Sheryl Bainbridge left the meeting.
At 1:08 pm, Member Rachel Baucke left the meeting.
At 1:10 pm, the meeting resumed.

7.5 PROJECT FUNDING REPORTS

Agenda item 7.5 document number A4182827, pages 50 - 53 refers

RESOLUTION 2023/37

Moved: Member Adele Gardner
Seconded: Member Darren Axe

That Te Hiku Community Board note the project report received from Far North Land Search and Rescue.

CARRIED

7.6 FUNDING APPLICATIONS

Agenda item 7.6 document number A4183006, pages 54 - 90 refers

RESOLUTION 2023/38

Moved: Member William (Bill) Subritzky
Seconded: Member Darren Axe

That Te Hiku Community Board

a) approves the sum $5,000 (plus GST if application) to be paid from the Board's Community Fund account to Awanui School 150th Anniversary for the hosting (excluding food) of the 150th Anniversary of the founding of the school, to support the following Community Outcomes:

i) Proud, vibrant communities.

ii) Communities that are healthy, safe, connected and sustainable.

WITHDRAWN

~~**b) approves the sum $4,500 (plus GST if application) to be paid from the Board's Community Fund account to He Whanau Marama Trust for the replacement of the Christmas lights on the Norfolk pine at Centennial Park, to support the following Community Outcomes:**~~

~~**i) Proud, vibrant communities.**~~

~~**ii) Communities that are healthy, safe, connected and sustainable.**~~

c) approves the sum $2,587 (plus GST if application) to be paid from the Board's Community Fund account to Living Theatre Trust for the Wonderland Glow Show, to support the following Community Outcomes:

i) Proud, vibrant communities.

ii) Communities that are healthy, safe, connected and sustainable.

d) approves the sum $4,000 (plus GST if application) to be paid from the Board's Community Fund account to R Tucker Thompson Youth Sailing Trust for two students from Te Hiku ward to sail on the R Tucker Thompson, to support the following Community Outcomes:

i) Proud, vibrant communities.

ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

At 1:23 pm, Member Sheryl Bainbridge returned to the meeting

6 INFORMATION REPORTS

8.1 TE HIKU STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 31 MARCH 2023

Agenda item 8.1 document number A4179816, pages 91 - 97 refers

RESOLUTION 2023/39

Moved: Member Adele Gardner
Seconded: Member William (Bill) Subritzky

That the Te Hiku Community Board leave to lie on the table, the report Te Hiku Statement of Community Board Fund Account as at 31 March 2023, subject to an updated report be sent through to the next meeting.

CARRIED

8.2 TE HIKU COMMUNITY BOARD ACTION SHEET UPDATE APRIL 2023

Agenda item 8.2 document number A4183320, pages 98 - 118 refers

RESOLUTION 2023/40

Moved: Member Adele Gardner
Seconded: Member Darren Axe

That Te Hiku Community Board receive the report Te Hiku Community Board Action Sheet Update April 2023.

CARRIED

9 TE KAPINGA HUI / MEETING CLOSE

The meeting closed with a prayer by Member Foy at 1:37 pm.

The minutes of this meeting will be confirmed at the Te Hiku Community Board Meeting held on 6 June 2023.

.....

CHAIRPERSON

UNCONFIRMED

MINUTES OF
KAIKOHE-HOKIANGA COMMUNITY BOARD MEETING
HELD AT THE COUNCIL CHAMBER, MEMORIAL AVENUE, KAIKOHE
ON WEDNESDAY, 10 MAY 2023 AT 10:03 AM

PRESENT: Member Chicky Rudkin, Member Tanya Filia, Member Mike Edmonds, Member Trinity Edwards, Member Harmonie Gundry, Member Jessie McVeagh, Member John Vujcich

IN ATTENDANCE: Cr Babe Kapa (virtual), Cr Tāmati Rākena

STAFF PRESENT: Kim Hammond (Community Board Coordinator), Kathryn Trewin (Funding Advisor), Joshna Panday (Democracy Advisor), Marlema Baker (Democracy Advisor)

1 KARAKIA TIMATANGA / OPENING PRAYER

Chair Chicky Rudkin commenced the meeting and opened with a karakia.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

None

3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM

Diane Ruawhare – Ngawha Community Advocate (Fiona Bannister and Tania Harris are also a community contact for this matter)

- Ngawha Springs Drainage Issues, Council needs to clear flooded drains.
- Ngawha Firebreak is overgrown with flax and Manuka and needs to be cleared in case there's a fire.

Linda Bracken – Kaikohe Businesses and Community.

- Graffiti in Kaikohe will be dealt with by the local community when the weather is fine.
- The Business Association received funding from Proceeds of Crime for CCTV. Cameras located at the two entrances to Kaikohe so far. Currently looking for a suitable location at Taheke Road. The next stage is Memorial Park then Lindvart Park in collaboration with Sportsville.
- Impressed with the amount of drainage maintenance that's happening over the last few months. It has made a difference after the substantial rain recently.
- Bike for Life Working Group looking at addressing the issue of non-compliance with cars, motorbikes and push bikes on the streets in Kaikohe doing illegal things. Looking at positive ways to educate and provide positive opportunities in Kaikohe.

Shaun Reilly – Community Advocate

- Kaikohe Street Maintenance is abysmal and contracts aren't fulfilled properly. The long grass over the railway line near the dump has not been mowed. *(tabled document I.D A4206338)* Cr Tāmati Rakena supported the korero.
- Trees planted in the main street died and weren't replaced. *(tabled document I.D A206342)*
- Planter boxes are receptacles for rubbish. *(tabled document I.D A4206343)*

- Communities expect the Council to take pride in the towns appearance and do something to improve it.
- In 1989 Council had 89 employees, in 2000 it had 200, now it's pushing 400 staff members, Are we getting value for money? Kaikohe deserves better than what it's receiving.

NOTE: Cake requested for next meeting to commemorate Shaun Reilly's 50 years of community service.

4 NGĀ TONO KŌRERO / DEPUTATIONS

Justin Blaikie – representing Kaikohe & Districts Sportsville

- KDS Community Board Powerpoint Presentation. *(Tabled document I.D A4206360)*
- requesting for the KHCB to advocate for an indoor pool be included in the FNDC long-term plan and to assist with the annual operation costs in the LTP.
- offered to assist the Board to formulate their LTP submission to Council.

5 NGĀ KAIKŌRERO / SPEAKERS

- Sarah Burren representing Living Theatre Trust. *Funding application 7.3 a) refers.*
- Jo Lynch representing R Tucker Thompson Trust. *Funding application 7.3 b) refers.*

6 CONFIRMATION OF PREVIOUS MINUTES

6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4144932, pages 10 - 15 refers

RESOLUTION 2023/11

Moved: Member Jessie McVeagh
Seconded: Member Tanya Filia

That the Kaikohe-Hokianga Community Board confirms the minutes of the meeting held 4 April 2023 as a true and correct record.

CARRIED

7 REPORTS

7.1 CHAIRPERSON AND MEMBERS REPORTS

Agenda item 7.1 document number A4126973, pages 16 - 24 refers

RESOLUTION 2023/12

Moved: Member Tanya Filia
Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board note the reports from Deputy Chair Tanya Filia and Member Jessie McVeagh.

CARRIED

7.2 PROJECT FUNDING REPORTS

Agenda item 7.2 document number A4183016, pages 25 - 30 refers

RESOLUTION 2023/13

Moved: Member John Vujcich
Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board note the project reports received from:

a) Bay of Islands Hockey Association

b) Far North Land Search and Rescue

CARRIED

7.3 FUNDING APPLICATIONS

Agenda item 7.3 document number A4183098, pages 31 - 59 refers

MOTION

Moved: Member Jessie McVeagh
Seconded: Member Harmonie Gundry

a) approves the sum of $2,500 (plus GST if applicable) be paid from the Boards Community Fund account to Living Theatre Company for the Wonderland Glow show tour to support the following Community Outcomes:

i) Proud, vibrant communities

ii) Communities that are healthy, safe, connected and sustainable.

AMENDMENT

Moved: Member Jessie McVeagh
Seconded: Member John Vujcich

That the Kaikohe-Hokianga Community Board:

a) approves the sum of $2,500 (plus GST if applicable) be paid from the Boards Community Fund account to Living Theatre Company for the Wonderland Glow show tour *specifically for tickets to be offered to residents from the Kaikohe-Hokianga Ward* to support the following Community Outcomes:

i) Proud, vibrant communities

ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

The amendment became the substantive motion

RESOLUTION 2023/14

Moved: Member John Vujcich
Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board

a) approves the sum of $2,500 (plus GST if applicable) be paid from the Boards Community Fund account to Living Theatre Company for the Wonderland Glow show tour *specifically for tickets to be offered to residents from the Kaikohe-Hokianga Ward* to support the following Community Outcomes:

i) Proud, vibrant communities

ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

RESOLUTION 2023/15

Moved: Member Jessie McVeagh
Seconded: Member Tanya Filia

That the Kaikohe-Hokianga Community Board:

b) approves the sum of $4,000 (plus GST if applicable) be paid from the Boards Placemaking Fund account to R Tucker Thompson Youth Sailing Trust for two students from Kaikohe-Hokianga Ward to attend a youth sailing to support the following Community Outcomes:

i) Proud, vibrant communities

ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

RESOLUTION 2023/16

Moved: Member Tanya Filia
Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board:

c) approves the sum of $880 (plus GST if applicable) be paid from the Boards Community Fund account to Rawene Golf Club for Rawene Golf Fun Day to support the following Community Outcomes:

i) Proud, vibrant communities

ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

RESOLUTION 2023/17

Moved: Member Mike Edmonds
Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board:

d) signals its intention to fund, from the Boards Placemaking Fund, up to $1,000 for the planting of trees to replace those that have died in the footpath receptacles in Kaikohe, to be automatically paid (without further resolution) to the Kaikohe Business Association upon receipt of an application, and to waive any requirement for the association to provide funds of its own to match, subject to advice from staff at the June meeting.

CARRIED

8 INFORMATION REPORTS

8.1 KAIKOHE-HOKIANGA STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 31 MARCH 2023

Agenda item 8.1 document number A4179712, pages 60 - 66 refers

RESOLUTION 2023/16

Moved: Member John Vujcich
Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board receives the report Kaikohe-Hokianga Statement of Community Board Fund Account as at 31 March 2023.

CARRIED

8.2 KAIKOHE-HOKIANGA COMMUNITY BOARD ACTION SHEET UPDATE APRIL 2023

Agenda item 8.2 document number A4143869, pages 67 - 68 refers

RESOLUTION 2023/17

Moved: Member John Vujcich
Seconded: Member Trinity Edwards

That the Kaikohe-Hokianga Community Board receive the report Kaikohe-Hokianga Community Board Action Sheet Update April 2023.

CARRIED

8 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 11:23 am.

The minutes of this meeting will be confirmed at the Kaikohe-Hokianga Community Board Meeting held on 7 June 2023.

.....

CHAIRPERSON

UNCONFIRMED

MINUTES OF
BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD MEETING
HELD AT THE TURNER CENTRE, 43 COBHAM ROAD, KERIKERI
ON THURSDAY, 11 MAY 2023 AT 10:05 AM

PRESENT: Chairperson Belinda Ward, Member Lane Ayr, Member Bruce Mills, Member Amy Slack, Member Roddy Hapati-Pihema, Member Jane Hindle, Member Tyler Bamber, Member Ann Court

IN ATTENDANCE: Cr Kelly Stratford (Deputy Mayor FNDC)

STAFF PRESENT: Joshna Panday (Democracy Advisor), Kim Hammond (Community Board Coordinator), Kathryn Trewin (Funding Advisor), Shayne Storey (Community Development Advisor)(Virtual), Kay Meekings (Property Legislation Officer)(Virtual), Taniora Herewini (Executive Assistant - Mayor)

1 KARAKIA TIMATANGA / OPENING PRAYER

Chairperson Belinda Ward commenced the meeting and Member Roddy Hapati-Pihema opened with a karakia.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

Nil

3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM

Dennis Te Kuru on behalf Ngati Rahiri and Ngati Kawa Hapu. Item 7.2. refers

4 NGĀ TONO KŌRERO / DEPUTATIONS

No deputations.

5 NGĀ KAIKŌRERO / SPEAKERS

No speakers.

6 CONFIRMATION OF PREVIOUS MINUTES

6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4050683, pages 8 - 16 refers

RESOLUTION 2023/37

Moved: Member Lane Ayr
Seconded: Member Tyler Bamber

That the Bay of Islands-Whangaroa Community Board confirm the minutes of the meeting held on 13 April 2023 are a true and correct record.

CARRIED

7 REPORTS

7.1 CHAIRPERSON AND MEMBERS REPORTS

Agenda item 7.1 document number A4050713, pages 17 - 28 refers

RESOLUTION 2023/38

Moved: Member Tyler Bamber
Seconded: Member Jane Hindle

That the Bay of Islands-Whangaroa Community Board note the reports from Chairperson Belinda Ward and Members Jane Hindle, Bruce Mills, Amy Slack and Tyler Bamber.

CARRIED

7.2 GROUND LEASE TO NORTHLAND KINDERGARTEN ASSOCIATION - TE KEMARA AVENUE PAIHIA

Agenda item 7.2 document number A4171358, pages 29 - 33 refers

RESOLUTION 2023/39

Moved: Member Lane Ayr
Seconded: Member Ann Court

That The Bay of Islands – Whangaroa Community Board recommends to the Far North District Council acting under delegation and pursuant to Section 61 Reserves Act 1977:

a) A new ground lease be issued to Te Kura Kōhungahunga Tōpū o Te Tai Tokerau (Northern Kindergarten Association Incorporated) over the Local Purpose (community activities) Reserve being approximately 900 square metres of Lot 40 DP 43842, held in New Zealand Gazette 2002 page 21 and vested in Far North District Council on deposit DP 43842 as a local purpose reserve. The terms of the proposed lease shall be:

Term: 12 Years (3+3+3+3)

Rental: As per FNDC Fees and Charges Schedule for a Community lease.

- **$113 plus GST for 2022/23 and reviewed annually in conjunction with the FNDC fees and Charges Schedule.**

b) With further conditions negotiated and agreed upon by the Group Manager Delivery and Operations and Te Kura Kōhungahunga Tōpū o Te Tai Tokerau (Northern Kindergarten Association Incorporated).

CARRIED

7.3 PROJECT FUNDING REPORTS

Agenda item 7.3 document number A4182753, pages 34 - 43 refers

RESOLUTION 2023/40

Moved: Member Bruce Mills
Seconded: Member Lane Ayr

That the Bay of Islands-Whangaroa Community Board note the project report received from:

a) Bald Angels – Rainbow Rangatahi
b) Far North Land Search and Rescue

c) **R Tucker Thompson Youth Sailing Trust**
d) **Te Ahuareka o Ngati Hine Festival**

CARRIED

7.4 FUNDING APPLICATIONS

Agenda item 7.4 document number A4182808, pages 44 - 55 refers

RESOLUTION 2023/41

Moved: Member Belinda Ward
Seconded: Member Jane Hindle

That the Bay of Islands-Whangaroa Community Board:

a) **approves the sum of $2,000 (plus GST if applicable) be paid from the Boards Community Fund account to Our Kerikeri Charitable Community Trust, for the costs of hosting (excluding catering and cash prizes) the 2023 Northland Chess Championship, to meet the following Community Outcomes:**

   i) **Communities that are healthy, safe, connected and sustainable**

   ii) **Proud, vibrant communities**

CARRIED

RESOLUTION 2023/42

Moved: Member Bruce Mills
Seconded: Member Amy Slack

That the Bay of Islands-Whangaroa Community Board:

b) **decline the remaining funding granted at the meeting of May 2022 to Bald Angels Charitable Trust for the establishment of a safe space for Rainbow Rangatahi be retained by Bald Angels to continue the development and maintenance of the space for the 2023/24 financial year.**

CARRIED

8 INFORMATION REPORTS

8.1 STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 31 MARCH 2023

Agenda item 8.1 document number A4179603, pages 56 - 61 refers

RESOLUTION 2023/43

Moved: Member Bruce Mills
Seconded: Member Lane Ayr

That the Bay of Islands-Whangaroa Community Board receives the report entitled "Statement of the Bay of Islands-Whangaroa Community Board Community Fund account as at 31 March 2023".

CARRIED

8.2 BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD ACTION SHEET UPDATE

Agenda item 8.2 document number A4177456, pages 62 - 63 refers

RESOLUTION 2023/44

Moved: Member Belinda Ward
Seconded: Member Jane Hindle

That the Bay of Islands-Whangaroa Community Board receive the report Bay of Islands-Whangaroa Community Board Action Sheet Update.

CARRIED

9 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 11:25 am with Member Jane Hindle saying karakia.

The minutes of this meeting will be confirmed at the Bay of Islands-Whangaroa Community Board Meeting held on 8 June 2023.

.....

CHAIRPERSON

7.3 COUNCIL ACTION SHEET UPDATE JUNE 2023

File Number: **A4195760**

Author: **Marlema Baker, Democracy Advisor**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide Council with an overview of outstanding Council and the previous term Committee decisions from 1 January 2020.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Action sheets are a mechanism to communicate progress against decisions/resolutions.
- Action sheets are also in place for all formal elected member meetings.

TŪTOHUNGA / RECOMMENDATION

That Council receive the report Council Action Sheet Update June 2023.

1) TĀHUHU KŌRERO / BACKGROUND

Any resolution or decision from a meeting is compiled on an action sheet, to capture actions trigged by Board decisions. Staff provide updates on progress against tasks that are not yet completed.

The action sheet report also includes outstanding actions from previous triennium committees.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The outstanding tasks are often multi-facet projects that take longer to fully complete. Where a decision differs to the recommendation of staff there may be unintended consequences or challenges that take longer for staff to work through

Take Tūtohunga / Reason for the recommendation.

To provide Council with an overview of outstanding Council decisions from 1 January 2020.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision in receiving this report.

ĀPITIHANGA / ATTACHMENTS

1. Council Action Sheet - June 2023 - A4221468 ⇩

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
Infrastructure Committee 5/05/2021	**Economic and Practicability Assessment for Disposal of Treated Wastewater to Land from Kaikohe and Kaitāia Wastewater Treatment Plants** AUTHOR: Jaye Michalick AUTHORISERS Janice Smith. Andy Finch	The amendment became the substantive motion. RESOLUTION 2021/13 That the Infrastructure Committee: a) agree the option of disposing treated wastewater to land from the Kāitaia and Kaikohe Wastewater Treatment plants is further investigated, specifically: i) engagement with affected landowners and mana whenua to determine the selection of a preferred site to be taken forward for preliminary design. ii) complete a preliminary design that includes site specific technical, design, and cost investigation of land disposal in which mana whenua are to be included. b) request that the preliminary designs are to be completed prior to December 2023, to enable the Long-Term Plan engagement process and request staff report back to the Infrastructure Committee to present the findings of the preliminary design reports. c) request staff seek replacement resource consents for discharge of treated wastewater to water from the Kāitaia and Kaikohe Wastewater Treatment Plants and that during the term of the consent, staff progress investigation of disposal to land options for both the Kāitaia and Kaikohe Wastewater schemes. d) request a treated wastewater disposal to land workshop be scheduled for late 2021 with the	**04 Nov 2022 10:02am George, Tania** Kaitaia: Initial landowner engagement resulted in a small number of landowners willing to further explore the option of having their land irrigated by treated wastewater, or of selling their land to FNDC for that purpose. Iwi engagement with Ahipara Takiwā is currently underway to determine whether any of the sites of interest (where landowners have indicated interest in this project) are acceptable to iwi. Should iwi engagement result in any of these sites being considered suitable, physical site investigations at a preferred site will be commenced. The resource consent application to authorise continued discharge of treated wastewater to water is currently on hold while staff continue to agree conditions of consent with iwi. Kaikohe: The Working Group (comprising FNDC staff and representatives of Ngā hapū o Kaikohekohe) have agreed a short list of 15 sites potentially suitable to receive treated wastewater, initial contact with landowners will be made by either council staff or ngā hapū reps during November. The Working Group has also identified a short list of suitable WWTP upgrade options required to achieve environmental compliance and to meet future growth. The resource consent application to authorise continued discharge of treated wastewater to water is currently on hold while the Working Group carries out the discharge to land and WWTP upgrade options assessments.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		Infrastructure Committee, which will cover methodologies and processes associated with establishing a disposal to land scheme. That the Infrastructure Committee recommend to Council that expenditure of up to $330,000 to cover both the Kāitaia and the Kaikohe sites, is allocated in the Long-Term Plan deliberations, to complete a preliminary design for each Wastewater Treatment Plant, and sufficient staffing resources are assigned to enable ongoing engagement with mana whenua and other stakeholders. CARRIED	**19 May 2023 8:02am Michalick, Jaye** For both of these projects, the OPEX funds allocated no longer exist as they were allocated in a previous financial year. However, wastewater discharge to land investigations in Kaikohe have progressed significantly, consultants are currently finalising a concept design and high-level cost estimate for conveyance and discharge of treated wastewater from Kaikohe WWTP to a site located at 80A Jordan Road, which is on the market. Staff are also investigating the option of expanding the discharge scheme into Pamu Farms land adjoining 80A Jordan Road, should additional land be required. These investigations have been carried out as part of the Kaikohe WWTP Working Group formed with Nga Hapu o Kaikohekohe and includes investigating and recommending required upgrade of the Kaikohe WWTP. Staff and Nga Hapu o Kaikohekohe are planning to present these findings to elected members via a workshop and subsequent report in the coming months.
Council 1/07/2021	**Proposal to Construct an Erosion Protection Structure on Council Owned Reserve, Omapere.**	RESOLUTION 2021/51 Moved: Cr John Vujcich Seconded: Cr Dave Collard That Council: a) approves the construction of, and associated occupation with, an erosion protection structure on Far North District Council owned	**04 Aug 2021 1:23pm Crawford, Jessica** FNDC's senior solicitor advises that Corporate Services is still awaiting draft memorandum of Encumbrance for review, from the property owners' lawyer and approval of this Council. **17 Jun 2022 1:27pm Mitchell, Beverly - Target Date Revision**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
	AUTHOR: Carla Ditchfield AUTHORISERS: Janice Smith Andy Finch	local purpose reserved legally described as Lot 5 DP196729; and b) approval is provided subject to a memorandum of encumbrance being recorded on the titles of Lot 1 DP196729 and Lot 1 DP310507 and that the encumbrance records the agreement that the owners of those properties: i) bear full responsibility for the maintenance, repair, removal of the seawall (if required) during its lifetime, and end of its lifetime. ii) incur cost of the agreement construction and registration against title. iii) notify FNDC of any variation or modification of the erosion protection structure To avoid doubt, approval is given both within Council's capacity as the administering body of the reserve and an affected person within the meaning of Section 95 of the Resource Management Act 1991. CARRIED Note: need to include climate change and erosion as part of the Reserves and Parks Policy review.	Target date changed from 15 July 2021 to 11 August 2021 - Comment from In-House Counsel is: A resource consent for the construction of the structure has been granted with a condition being an easement on reserve for the encroachment. **20 Jun 2022 3:13pm Baker, Marlema** Update provided by George Swanepoel and Inna Shibalova, Still waiting for a response from the property owner's lawyer. 7 July 2021 email sent to M. Clutterbuck and T. Petrie requesting they forward contact details to the solicitor drafting the Memorandum of Encumbrance for Councils review and approval. 7 July 2021 email from John Kenyon Special Counsel at Martelli McKegg Lawyers acknowledging receipt of that email. 30 Jul 2021 provided Council's Report leading to Council's resolution and precedents to legal team for M Clutterbuck and T Petrine and awaiting draft memorandum of Encumbrance for review and approval of this Council. 20 June 2022I followed up with email **07 Nov 2022 2:35pm Baker, Marlema - Reallocation** Action reassigned to Swanepoel, George by Baker, Marlema - Beverly Mitchell asked for this action item to be assigned to you and/or Inna **16 Mar 2023 1:06pm Pulham, Jamie-Lee** Please provide an update before 17 March for upcoming Council meeting **04 May 2023 5:05pm Baker, Marlema - Reallocation**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
			Action reassigned to Ditchfield, Carla by Baker, Marlema - Please indicate which member of your team will be covering this action item. **23 May 2023 10:04am Ditchfield, Carla** Works are underway on the structure. March 2023 we had asked the landowners to instruct their lawyers to provide draft Memorandum of Encumbrance for Council approval (a repeated instruction). We are waiting for the document.
Council 24/02/2022	**Ngakahu Steering Group Update** AUTHOR: Emma Healy *reallocated to Tanya Proctor* AUTHORISERS: Andy Finch Janice Smith Shaun Clark	The amendment became the substantive motion. RESOLUTION 2022/12 Moved: Cr Mate Radich Seconded: Cr John Vujcich That Council, in receiving the recommendations from the Ngakahu Steering Group and subject to discussion and agreement with the Ngakahu/Ngakohu Whanau Ahuwhenua Trust, agree to; a) obtain the processed and analysed data from the Northland Regional Council sonar soundings of the dam, done in 2017. b) stage the lowering of the dam water level, beginning with a water level drop of 2 metres, once lowered the water level will be maintained at the lower levels. c) staff assist the Ngakahu Steering Group to prepare a report showing a visual presentation, including landscaping, of the preferred option, or options, with a rough order of cost to implement. d) and that further recommendations be brought to the 7 April Council meeting.	**20 Mar 2023 11:43am Whiu, Rhonda-May - Reallocation** Action reassigned to Swanepoel, George by Whiu, Rhonda-May - reallocated as requested **20 Mar 2023 1:54pm Whiu, Rhonda-May - Reallocation** Action reassigned to Finch, Andy by Whiu, Rhonda-May - reallocated as per agenda preview **20 Mar 2023 2:47pm Finch, Andy** 1. Request made to NRC re sonar survey of dam. 2. Staged lowering of dam completed under Blair King's direction. 3. Staff are awaiting confirmation of access to dam to undertake option analysis, 4. Further report to Council cannot be progressed until Item 3 has been completed. **17 Apr 2023 5:40pm Finch, Andy** Sonar survey of dam provided to Trust https://www.biobasemaps.com/Dashboard/SocialMap/Index?mwlD=1248688

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		CARRIED Note: The Potential Decommissioning of Kauri Creek Dam report from John Duder referenced in the report was commissioned by the Ngakahu/Ngakohu Whanau Ahuwhenua Trust.	
Council 7/04/2022	**Lindvart Park Pavilion, Kaikohe Project** AUTHOR: Angie Thomas AUTHORISERS: Janice Smith	RESOLUTION 2022/19 Moved: Cr John Vujcich Seconded: Cr Ann Court That Council: a) Re-affirm the capital commitment of $3,226,493 to the Lindvart Park Kaikohe – Sportsville project. b) Approve an increase in operational grant support to Sportsville of $35,000 from year one of the 2024/2034 Long-Term Plan. CARRIED *Note: that the CEO was asked to provide advice to the next meeting on how to ensure a consistent approach to the way that FNDC supports community facilities across the District, by way of operational grant*	**16 May 2022 1:25pm Baker, Marlema** Update from Andy Finch (GM-IAMs), • Detailed design superstructure complete, • Pricing received and currently being reviewed for superstructure and fitout, • Additional Geotech investigation complete – longer piles required under the building (4m to circa 6.5m), settlement risk greater than previous report mitigation being worked through, • Substructure detailed design continuing , • Pricing for substructure received (provisional) subject to detailed design completion, • Civil tendering complete and report to board issued on outcome – awaiting board decision on preferred contractor, recommended contractor is $30k below budget., • Civil contract to be signed imminently following approval to proceed, • Civil works to begin May 2022, • BC for main building to be lodged in June 2022
Infrastructure Committee 4/05/2022	**Boat Ramp Study Delivery Plan**	RESOLUTION 2022/16 Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford Moved: Deputy Mayor Ann Court Seconded: Cr Rachel Smith	**14 Jul 2022 8:24am <u>Target Date Revision Target date changed by Whiu, Rhonda-May from 01 September 2022 to 30 June 2023</u>** - Requested by Janice and Andy **04 Nov 2022 8:43am Heath, Tanya** **Item a)** no action required,

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
	AUTHOR: David Clamp *reallocated to Tanya George* AUTHORISERS: Janice Smith Andy Finch	That the Infrastructure Committee: a) receives the report "Boat Ramp Study Delivery Plan" dated January 2022 (Revised March 2022). CARRIED RESOLUTION 2022/17 Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford That the Infrastructure Committee: b) approves $ 25,000 of operational expenditure for 2023/2024 for an engineering feasibility study at Russell car park and for supporting the scoping and costing of Floating Jetties c) approves $ 34,650 capital expenditure for 2023/2024 for FNDC local share for a future TIF funding application for boat ramp safety guides d) recommends that Council consider the matter of $5m annually, to be approved for strategic property purchases related to maritime infrastructure to be included in the capital programme commencing 2023/2024, and that an options paper on funding be prepared and an economic impact statement. CARRIED	**Item b)** Blair Houlihan to confirm funding and progress feasibility study. **Item c)** no action required until after TIF R7 dates are set **Item d)** see updates from Janice Smith / Andy Finch **12 Apr 2023 2:33pm George, Tania** Safety guides and Russell car park both going forward to Council as projects for TIF round 7 options on May 4 meeting. Russell carpark engineering is included in the project scope. Floating Jetties on hold until future TIF rounds confirmed. If approved by council applications close with MBIE on May 8th. **22 May 2023 3:00pm, Tanya Heath (Project Administrator)** - TIF round 7 has been submitted to MBIE. Council is awaiting a decision. The discussion concerning the purchase of land to provide additional facilities will be part of the upcoming 24/34 LTP discussions as we move forward with identifying key priorities. **Item a)** No action required, **Item b)** Blair Houlihan to confirm funding and progress feasibility study. **Item c)** no action required until after TIF R7 dates are set. **Item d)** see updates from Janice Smith / Andy Finch
Council 9/05/2022	**1A Seaview Road, Paihia - approval to grant easement on Local Purpose Esplanade Reserve under the Reserves Act 1977**	RESOLUTION 2022/22 Moved: Mayor John Carter Seconded: Cr Kelly Stratford That Council approve the granting of an easement pursuant to section 48(1)(f) of the Reserves Act 1977 on Local Purpose Esplanade Reserve Lot 3 DP 124280 for the purpose of accepting works proposed and	**18 Apr 2023 7:35am Ditchfield, Carla**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
	AUTHOR: Carla Ditchfield AUTHORISERS: Janice Smith Andy Finch	applied for pursuant to application EBC-2022-1188/0 affecting 1A Seaview Road, Paihia. CARRIED	Progress continues Easement registration on title as approved by Council resolution is the goal here. The easement is ready for registration, we are waiting for the Surveyor to finalise the LT plan. Once we receive the LT plan A & I forms can be executed and lodged with LINZ for registration completion. The work is with the landowner's legal counsel. Legal Services continues to keep in touch and progress.
Council 11/08/2022	**Russell Landfill Options Report** AUTHOR: Louise Wilson *reallocated to Kevin Johnson* AUTHORISERS: Janice Smith Andy Finch	RESOLUTION 2022/61 Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford That Council: a) approve in principle, the permanent closure of Russell Landfill (Option One). b) approve staff commence the resource consent application Northland Regional Council to close the Russell Landfill c) request staff bring back to Council the terms of the resource consent and investment required to close the landfill d) approve staff commence the community consultation process and report to Council the outcome of that consultation e) delegate to the Chief Executive, or his nominee, the negotiation, agreement and signing of contract variations with Northland Waste Ltd to provide on-going transport and disposal of waste from the Russell facility whilst Council	**04 Nov 2022 8:09am George, Tania** Staff are seeking a short-term consent to allow the discharges from the landfill to continue until the closure concept (timing, management, monitoring etc) is understood. Once that information is available work can begin on resource consents required for the closure and consultation can start., Staff have received a draft proposal from PDP to develop the closure plan with a cost of around $200K (includes $50K subcontractor fees for bore drilling etc). Once budget is available, this work will likely span the order of 8-12 months given the need for new monitoring positions and seasonal baseline monitoring. This project has been put forward on the "better off fund list" and we are awaiting a decision as to whether this will be approved. **18 Apr 2023 11:14am Panday, Joshna - Reallocation** Action reassigned to Johnson, Kevin by Panday, Joshna - Reallocation from Louise Wilson

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		progress the resource consent and consultation process. CARRIED	
Regulatory Compliance Committee 5/09/2022	**Parking Enforcement** AUTHOR: Rochelle Deane AUTHORISERS: Janice Smith	RESOLUTION 2022/16 Moved: Member Belinda Ward Seconded: Cr Rachel Smith That the Regulatory Compliance Committee; a) recommend that Council continue the trial period of enforcing stationary vehicle Warrants of Fitness and Registration offences across the district for a further 12 months to 30 June 2023 b) and that partnership opportunities be pursued to address road safety and resourcing issues. CARRIED *Note:* *That partnership opportunities with Waka Kotahi be explored for enforcement.*	**30 Jan 2023 10:45am Deane, Rochelle** The trial period continues which now includes WoF and non-registered vehicles. A further report will be taken to Council with the results after June 2023. Team Leader Monitoring is investigating partnerships to address road safety and resourcing (police etc,) **24 Mar 2023 1:05pm Whiu, Rhonda-May - Target Date Revision** Target date changed by Whiu, Rhonda-May from **19 September 2022 to 01 June 2023**
Council 22/09/2022	**Matauri Bay Wastewater Scheme** AUTHOR: Sheryl Gavin – *reallocated to Angie Thomas* AUTHORISERS: Andy Finch Janice Smith	RESOLUTION 2022/71 Moved: Mayor John Carter Seconded: Cr Kelly Stratford That Council a) Permits Cavalli Properties Ltd to commission the Innoflow wastewater treatment assets at Matauri Bay with Cavalii Properties agreeing to fund all operationalization and operating costs until 1 July 2024. b) Agrees that on the basis of Cavalli Properties experience of operating the Innoflow system, Council will consult with the relevant entities to	**12 Oct 2022 8:05am Whiu, Rhonda-May - Reallocation** Action reassigned to Finch, Andy by Whiu, Rhonda-May - reallocated as requested by Sheryl **28 Oct 2022 1:00pm Whiu, Rhonda-May - Reallocation** Action reassigned to Thomas, Angie by Whiu, Rhonda-May - reassigned as requested by Andy

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		transfer the operating of the system from Cavalli Properties Ltd from 1 July 2024. CARRIED	
Council 22/09/2022	**Notice of Motion - Rangitane Maritime Development** AUTHOR: Deputy Mayor Ann Court *reallocated to Kevin Johnson* AUTHORISERS: Aisha Huriwai Janice Smith	RESOLUTION 2022/64 Moved: Deputy Mayor Ann Court Seconded: Cr Rachel Smith That Council: a) Support the Maritime Facilities Development at Rangitane proceed through to the conclusion of the Resource Consent process. b) Remains committed to the funding Agreement with MBIE and supports an approach be made to MBIE to continue its funding support for the period required to conclude the consenting process EQUAL Mayor John Carter used a casting vote to carry the vote. CARRIED	**10 Oct 2022 8:56am Whiu, Rhonda-May - Reallocation** Action reassigned to Finch, Andy by Whiu, Rhonda-May - Action for allocation in IAM's **04 Nov 2022 8:18am George, Tania** Updates to come through from Far North Holding Ltd. As at 11 October, they are organising meetings with MBIE and following the decision from MfE regarding NES-F consultation., Expecting decision from MfE in the next month or two. **12 Jan 2023 11:37am Finch, Andy** Far North Holdings Ltd requested to provide update. **17 Mar 2023 11:20am Finch, Andy** Update from FNHL- Legislative changes have been passed to Remedy the technical issue which precluded an EPA decision on the development application. Minor amendments being made now, and the application being re-lodged. MBIE investment remains. **17 Apr 2023 2:16pm Panday, Joshna - Reallocation** Action reassigned to Johnson, Kevin by Panday, Joshna **17 Apr 2023 2:22pm Panday, Joshna - Target Date Revision** Target date changed **06 October 2022 to 18 April 2023**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
Council 20/12/2022	**Road Maintenance of the upper section of Road - Peninsula Parade, Hihi** AUTHOR: Andy Finch *reallocated to Apikali Rokobigi* AUTHORISERS: Janice Smith	RESOLUTION 2022/95 Moved: Cr Ann Court Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council: a) Notes the Northland Transportation Alliance Report dated 8th November 2022 – Road Maintenance of the upper section of Road – Peninsula Parade, Hihi b) Approves Option 2: Confirm the inclusion of Peninsula Parade RP517-810m in the schedule of FNDC-maintained roads at the cost to Council to bring it up to standard c) Approves unbudgeted capital expenditure of $40,000 to bring Peninsula Parade RP517-810m to an appropriate maintenance standard d) Notes the risk of setting a precedent for the request for upgrading other unformed legal roads across the District. CARRIED	**23 Mar 2023 9:00am Jordan, Cushla** The end section (293m) of Peninsula Parade has been added to RAMM. The upgrade works have not started due to contractor resources busy with the storm event and other construction works that are currently in progress. The work has been programmed to end of **April 2023**, once resources are available. **17 Apr 2023 1:50pm Panday, Joshna - Reallocation** Action reassigned to Rokobigi, Apikali by Panday, Joshna - Reallocated by request from Cushla Jordan **16 May 2023 10:26am Andy Finch (District Engineer)**: Work has started but has been deferred as resources have been reassigned to dealing with the impact of flood events.
Council 20/12/2022	**Turner Centre Stormwater Catchment** AUTHOR: Andy Finch AUTHORISERS: Janice Smith	RESOLUTION 2022/94 Moved: Cr Tāmati Rākena Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council: a) notes the storm water flooding risk within the Turner Centre sub-catchment b) approves a budget of $200,000 to progress a design to mitigate this risk through a future physical works contract c) approves the direct appointment of Trine Kel to undertake the design work.	**12 Jan 2023 11:37am Finch, Andy** Offer of Service requested. To be reviewed once received. **16 Mar 2023 3:42pm Finch, Andy** Trine Kel alongside Cook Costello appointed to progress design. Topographical survey organised. Work progressing for a design completion second half of year. **17 Apr 2023 5:41pm Finch, Andy** Design of Stormwater mitigation programmed to be completed by August 2023. No further updates planned until this work is complete.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		CARRIED	
Council 9/02/2023	**Parks and Reserves Bylaw - Recommendations for making a new bylaw** AUTHOR: Zac Whitsitt AUTHORISERS: Briar Macken Angie Thomas Roger Ackers	RESOLUTION 2023/12 Moved: Cr Ann Court Seconded: Cr Mate Radich That Council: a. agree to staff recommendations in the analysis of submissions that: i. in clause 10(3) and 10(4) of the proposed bylaw the line "This restriction does not apply to emergency services" is added. ii. in clause 12, a new sub-clause is added 12(3) that says, "No person shall bring any dog on to any park or reserve or allow any dog in their custody or under their control to remain on any park or reserve that is specified in the Council's Dog Management Policy as parks or reserves where dogs are not permitted." iii. the subclauses be renumbered correctly. b. make the Parks and Reserves Bylaw under Section 106 of the Reserves Act 1977 and Section 145 of the Local Government Act 2002 c. note that, in accordance with section 108 of the Reserves Act 1977, the bylaw shall not have any force or effect until it is approved by the Minister of Conservation d. delegate to the Mayor the power to determine the commencement date of the bylaw, once approval has been received from the Minister of Conservation. CARRIED	**02 Mar 2023 5:12pm Whitsitt, Zac** Currently working with Department of Conservation on requirements of s108 of The Reserves Act 1977. Once approval has been acquired from Department of Conservation on behalf of the Minister, determination of commencement date and bylaw coming into effect can take place. **17 Apr 2023 11:58am Whitsitt, Zac** We are currently working through the process with Department of Conservation on seeking approval under s108 of the Reserves Act 1977 to get Ministerial Approval before bylaw can come into effect. **18 May 2023 4:29pm Whitsitt, Zac** Bylaw is currently sitting with Department of Conservation Legal team for elevation to Ministers office for approval under s108 of the Reserves Act 1977. Indicated timeframe for completion is Aug-Sept 2023.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		Note – members raised issue with signage on reserves to educate public regarding bylaws and the need for staff to check content and te reo translations for accuracy.	
Council 9/02/2023	**Procurement Plan and Contract Award > $1m - FNDC Contract 7/23/185 – FNDC Footpath Projects Suite** AUTHOR: Franz Wagner AUTHORISERS: Greg Monteith Angie Thomas Andy Finch	RESOLUTION 2023/20 Moved: Cr Ann Court Seconded: Cr John Vujcich That Council uplift the Procurement plan and contract award . $1M – FNDC Contact 7/23/185 – FNDC footpath projects suite 03 Report. And that Council a) acknowledge the approved NTA Procurement Proposal, and, b) delegate authority to the FNDC Chief Executive Officer (CEO) to award Contract 7/23/185 - FNDC Footpath Projects Suite 3 to a maximum contract value of $2,747,000.00 including contingency upon satisfactory conclusion of the Tender Evaluation phase, including: • Supplier Recommendation approval. • Contract Signing • Purchase Order approval CARRIED	**21 Mar 2023 3:15pm Whiu, Rhonda-May - Reallocation** Action reassigned to Wagner, Franz by Whiu, Rhonda-May, Tender responses for the FNDC Contract 7/22/100 - Raised Traffic Facilities 2021/24 (PW) have been received and being evaluated. The Lowest Price submission was however 8.6% higher than the 09/02/2023 Council approved amount of $1,961,000.00 (including contingency). The NTA is investigating opportunities to increase funding and to put forward a paper to Council recommending to increase the allocated budget. Alternatively, the NTA will have to negotiate a reduced scope with the recommended supplier to fit within the approved budget. **18 Apr 2023 11:11am Wagner, Franz** An Elected Member questioned the scope of the footpath projects, in particular why the following 2 were not included:, • Footpath on Kaitaia Awaroa Road (Pukepoto), Priority 8, • Footpath on Kaitaia Awaroa Road (Kaitaia), Priority 9, As per CB (Community Board) prioritisation, the respective cost estimates, and insufficient availability of funds, these two projects could not be included in this PP (Procurement Plan). Therefore the NTA has removed them from this PP (Procurement Plan).

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
			The design of these will be held until year 3 and NTA will revisit amount of surplus funds projected at that time. The NTA has however included the footpath enabling works of these two projects in the FNDC Contract 7/21/216 - HRRR Corridor Safety Treatments & HRI Intersection Safety Treatments, which is in the process of being awarded to the Maintenance Contract, commencement of which is anticipated June 2023. This will significantly reduce the costs associated with the physical works for these two projects. An Elected Member was not entirely satisfied with this. In solving this impasse, Andy offered to share with Crs the following:, a) tender pricing outcome b) any remaining surplus budget c) and indicate programme for delivery of the two remaining footpaths, Tendering has been delayed till July 23 due to complexity of footpaths in BOI ward that form part of this PP. Once tenders have been received and enabling works for Kaitaia Awaroa Road (Pukepoto) Priority 8 and Kaitaia Awaroa Road (Kaitaia) Priority 9 have been completed; the data will be made available to Andy to disseminate to the Elected Member. **18 May 2023 Wagner, Franz** The footpath enabling works of these two projects is in the process of being added to the Maintenance Contract. The NTA Maintenance Lead will present a paper to council seeking approval to increase the contract budget, to also cover this scope of work.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
			Information to be shared with Crs regarding FNDC Contract 7/23/185 - FNDC Footpath Projects Suite 3 (21-24) a) tender pricing outcome - [Response: Designs not yet complete, hence not tendered yet] b) any remaining surplus budget - [Response: Known after tender evaluation] c) and indicate programme for delivery of the two remaining footpaths - [Response: Commencement of Sandhills - Kaitaia safety improvement (which includes the footpath enabling works of these two projects) is anticipated June 2023].
Council 9/02/2023	**Stormwater Issues 323 State Highway 10 - Cable Bay** AUTHOR: Tanya George *reallocated to Pip Boye* AUTHORISERS: Angie Thomas Andy Finch	RESOLUTION 2023/4 Moved: Cr Mate Radich Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council approves expenditure of up to $300,000 to undertake a project to decommission the existing stormwater reticulation from the property located at 323 State Highway 10 and install new reticulation into the State Highway 10 (legal description Lot 2 DP 85116). CARRIED	**06 Mar 2023 1:24pm George, Tania** The physical works package has been forwarded to Far North Waters for delivery. This action to be reassigned to Far North Waters. **07 Mar 2023 12:36pm Baker, Marlema - Reallocation** Action reassigned to Boye, Philippa by Baker, Marlema - Allocated to Peter Oliver (Far North Waters) but will sit with P. Boye until FNW staff are set up in Infocouncil. **19 Apr 2023 8:16am Boye, Philippa** FNW are now managing this capital project: 1. Rip Rap open drain at the bottom of the hill leading to the beach outfall is 90% complete – just needs some tidy up. 2. Traffic Management was approved & arrived on Thursday last week; planning can now proceed with fixed dates. 3. At this point FNW are planning on a Monday 1st May start for main works. **18 May 2023 5:16pm Boye, Philippa**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
			FNW are managing delivery of this project
Council 9/02/2023	**Easement On Local Purpose Esplanade Reserve- Wairawarawa Stream** AUTHOR: Inna Shibalova AUTHORISERS: Carla Ditchfield Angie Thomas Janice Smith	RESOLUTION 2023/5 Moved: Cr Ann Court Seconded: Cr Penetaui Kleskovic That Council approve the granting of a right of way easement pursuant to section 48(1)(f) of the Reserves Act 1977 on Local Purpose Esplanade Reserve Lot 16 DP 146304 for the purpose of constructing and using a private bridge over the Wairawarawa Stream connecting: i. 2276C State Highway 10 Kerikeri - Lot 1 DP 91402 contained in record of title NA64B/178; and ii. 15 Conifer Lane Kerikeri - Lot 1 DP 535123 and Lot 14 DP 158690 contained in record of title 884105; and iii. 2228 State Highway 10, Kerikeri - Lot 1 DP 457586 contained in record of title 593590. and that approval is provided subject to: 1. NRC granting Resource Consent for construction of the bridge; and 2. public consultation in accordance with sections 48(2), 119 and 120 of the Reserves Act 1977; and 3. compensation being negotiated and finalised in a written Compensation Agreement payable by the landowners to the Council; and 4. Landowners - a) bearing all costs and disbursements in relation to the required public consultation.	**23 May 2023 10:23am Ditchfield, Carla** The process against this action has started. It begins with public notification of the easement, waiting for submissions and then taking the next steps. The applicant is paying for this process as was resolved, applicant is working with Council. All moving forward amicably.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		b) if required by law and prior to commencing construction works, seeking relevant consent(s) and / or permits from the Council under Local Government Act 1974, Resource Management Act 1991 and / or Building Act 1991. c) bearing all legal and survey costs and disbursements in relation to creating and registering the easement instrument on all relevant titles; d) bearing full responsibility for the construction, maintenance, upkeep, repair, removal of the bridge (if required) during its lifetime, and end of its lifetime; e) the bridge being the landowner's asset, which if abandoned, neglected or on becoming a nuisance of any kind or degree, must be removed or decommissioned and Reserve land remediated to Council's satisfaction; f) indemnifying the Council of all costs, claims and expenses arising from use and operation of the bridge during its lifetime. CARRIED	

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
Council 9/02/2023	**Procurement Plan and Contract Award > $1m - FNDC Contract 7/22/100 – FNDC Raised Traffic Facilities 2021-24** AUTHOR: Franz Wagner AUTHORISERS: Angie Thomas Andy Finch	RESOLUTION 2023/7 Moved: Kōwhai - Deputy Mayor Kelly Stratford Seconded: Cr Ann Court That Council: i) acknowledge the approved NTA Procurement Proposal, and, ii) delegate authority to the FNDC Chief Executive Officer (CEO) to award Contract 7/22/100 - FNDC Raised Traffic Facilities 2021-24 to a maximum contract value of $1,961,000.00 (including contingency) upon satisfactory conclusion of the Tender Evaluation phase, including: - Supplier Recommendation approval. - Contract Signing - Purchase Order approval CARRIED	**18 Apr 2023 11:26am Wagner, Franz** Tender Responses have been received and evaluation is underway. However, the received Lowest Price submission is 8.6% higher than the approved amount to be under CEO delegation (09/02/2023 Council approved Amount (including contingency) of $1,961,000.00. As such the NTA will investigate whether more funding can get allocated or whether to reduce scope. This former will be presented in paper to council within the next month.
Council 4/05/2023	**Review of Waste Management and Minimisation Plan 2017-2023** AUTHOR: Briar Macken AUTHORISERS: Angie Thomas Roger Ackers	RESOLUTION 2023/45 Moved: Cr Mate Radich Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council: a) agree, under section 50 of the Waste Minimisation Act 2008, the Waste Management and Minimisation Plan 2017-2023 has been reviewed. b) approve, a new waste management and minimisation plan be developed under sections 43 and 44 of the Waste Minimisation Act 2008. c) approve the development of a solid waste strategy. CARRIED	**15 May 2023 11:42am Baker, Marlema** Update from Machen, Briar (Manager - Strategy & Policy) - **TARGET DATE: September 2023**

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
Council 4/05/2023	**Tourism Infrastructure Fund Applications - Round 7 April 2023** AUTHOR: Pip Boye AUTHORISERS: Angie Thomas Andy Finch	The amendment has become a substantive motion RESOLUTION 2023/44 Moved: Kahika - Mayor Moko Tepania Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council: a) defer Maitai Bay Seal Extension for TIF funding application until Council has re-prioritised the dust matrix b) approve the application for funding for Taipa Beachfront Remedial Works and $310,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan. c) defer the application for funding for Waipapa Campervan dump station until TIF funding round 8 to enable further consultation with Te Puāwaitanga and iwi/hapu and that $125,000 be added to the capital works programme for 2024/25 in anticipation of an application for TIF round 8 d) approve the application for funding for Russell Boat Ramp Carpark Upgrade and $240,000 which is currently budgeted in FY23 for the FNDC local share. e) approve the application for funding for Windsor Landing Boat Ramp Toilet and $65,000 for the FNDC local share to be incorporated into the 2023/24 Annual plan. f) approve the application for funding for Smart Bins – (Additional 10) and $ 50,000 which is	**18 May 2023 5:17pm Boye, Philippa** Funding application submitted.

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
		currently budgeted in FY23 for the FNDC local share. g) approve the application for funding for Boat Ramp Side Safety Guides and confirm the funding of $34,650 approved at Resolution 2022/17 for FY24 for the FNDC local share. h) approve the application for funding for Smart Technologies Bundle (Nothing but Net) and $140,000 which is currently budgeted in FY2022/23 for the FNDC local share. i) approve the application for funding for the Visitor Data Study (Nothing but Net) and up to $60,000 operational funding which is currently budgeted in FY2022/23 for the FNDC local share. j) Approve the appointment of Northern Edge Limited to undertake project management for any successful bids. k) delegate the District Engineer authorisation to sign the contracts with the Ministry of Business, Innovation and Employment for successful Round 7 applications. CARRIED	
Council 4/05/2023	**Control of Animals bylaw** AUTHOR: Zac Whitsitt AUTHORISERS:	RESOLUTION 2023/46 Moved: Cr Ann Court Seconded: Kōwhai - Deputy Mayor Kelly Stratford That Council: a) approve, under section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing known and	**18 May 2023 4:29pm Whitsitt, Zac** Bylaw will continue through next steps in development - expected timeframe for next update to council is 4 months. Target Date September 2023

s

OUTSTANDING ACTIONS REPORT

Printed: Monday, 15 May 2023 3:49:47 pm

Division:
Committee: Council, Infrastructure Committee, Regulatory Compliance Committee and Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 15/05/2023

Meeting	Title	Resolution	Notes/Updates
	Briar Macken Angie Thomas Roger Ackers	perceived animal problems in the Far North District. b) approve, to develop a bylaw that addresses known and perceived problems regarding animals under the Local Government Act 2002 and the Health Act 1956. CARRIED	

8 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

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
8.1 - Confirmation of Previous Minutes - Public Excluded	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)(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 s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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
8.2 - Approval for FNHL to borrow via LGFA	s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege	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
8.3 - All of Government Electricity Providers	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

8.4 - Rating Sale endorsement Te Hiku	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 withholding would exist under section 6 or section 7
8.5 - Increase In Total Contract Value - FNDC Contract 7/22/159 – EW Slip - Fairburn Rd - (PW))	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 s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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
8.6 - Increase In Total Contract Value - FNDC Contract 7/22/100 - Raised Traffic Facilities 2021/24 (PW)	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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

9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

10 TE KAPINGA HUI / MEETING CLOSE