

# Te Kaunihera o Tai Tokerau ki te Raki

# **AGENDA**

## **Ordinary Council Meeting**

Thursday, 29 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 29 June 2023 at 10:00 am

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#### 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 Manager - Democracy Services (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

Justin Blaikie – Kaikohe Sportsville

Niall Mayson – Speed Limit Review (Item 6.3 refers)

Hinewhare Harawira – Ground Lease to Northland Kindergarten Association – Paihia (Item 6.5 refers)

#### 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: A4247154

Author: Casey Gannon, Democracy Advisor - Democracy Services

Authoriser: Aisha Huriwai, Manager - 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 confirm the minutes of the Extraordinary Council meeting held on 23 May 2023 and the Council meeting held 1 June 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. 2023-05-23 Council Minutes A4221301 😃 🖺
- 2. 2023-06-01 Council Minutes A4232467 🗓 🖺

#### **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 <u>Council's Significance and Engagement Policy</u>	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.				

**Extraordinary Council Meeting Minutes** 

23 May 2023

#### UNCONFIRMED

#### MINUTES OF FAR NORTH DISTRICT COUNCIL EXTRAORDINARY COUNCIL MEETING HELD AT THE COUNCIL CHAMBERS, MEMORIAL AVENUE, KAIKOHE ON TUESDAY, 23 MAY 2023 AT 4:00 PM

PRESENT: Kahika - Mayor Moko Tepania, Kōwhai - Deputy Mayor Kelly Stratford, Cr

Hilda Halkyard-Harawira, Cr Babe Kapa, Cr Penetaui Kleskovic (Virtual), Cr

Steve McNally, Cr Tāmati Rākena, Cr John Vujcich (Virtual)

IN ATTENDANCE: Adele Gardner (Chairperson Te Hiku Community Board), Belinda Ward

(Chairperson Bay of Islands-Whangaroa Community Board)

STAFF PRESENT: Joshna Panday (Democracy Advisor), Janice Smith (FNDC CEO (Acting)),

Jacine Warmington (Group Manager – Strategic Relationships), Jill Coyle (Group Manager – People & Transformation), Roger Ackers (Group Manager – Planning & Policy), Kevin Johnson (Group Manager – Delivery & Operations), Ruben Garcia (Group Manager – Community & Engagement),

Andy Finch (FNDC Engineer)

ABSENT: Cr Mate Radich

#### 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 2023/49**

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

That the apology received from Cr Ann Court and Cr Felicity Foy be accepted and leave of absence granted.

CARRIED

#### 3 NGĀ TONO KŌRERO / DEPUTATION

No deputations.

#### 4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

- Today is Ouenuku on the Maramataka calendar.
- Attended the opening of the Matawii Dam which is the first of the mid north dams through the Te Tai Tokerau Water Trust excellent timing.
- Remit application submitted have a deadline before the next Council meeting.
- Deferred items 5.1 and 5.2 to the next meeting
- Kapiti Coast District Council has withdrawn their remit

**Extraordinary Council Meeting Minutes** 

23 May 2023

#### UNCONFIRMED

#### 5 NGĀ PŪRONGO / REPORTS

#### **DEFERRED REPORTS:**

- 5.1 District-wide rating for water supply and wastewater proposal deliberations
- 5.2 Annual Plan Deliberations 2023/24

#### 5.3 NOMINATION OF PRESIDENT FOR LOCAL GOVERNMENT NEW ZEALAND

Agenda item 5.3 document number A4212097, pages 242 - 245 refers

#### **RESOLUTION 2023/50**

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

That Council seconds the candidate nomination of Mayor Neil Holdom of New Plymouth District Council for President of Local Government New Zealand.

**CARRIED** 

### 5.4 ENDORSEMENT OF REMITS SUBMITTED BY KAPITI COAST DISTRICT COUNCIL AND INVERCARGILL CITY COUNCIL TO THE 2023 LGNZ AGM

Agenda item 5.4 document number A4217506, pages 246 - 255 refers

#### **RESOLUTION 2023/51**

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

That the Far North District Council endorse the support provided to Invercargill City Council on the following remit to be submitted to the 2023 Local Government New Zealand AGM:

1. Invercargill City Council - Young Elected Members Network

**CARRIED** 

### 5.5 ENDORSEMENT OF REMITS SUBMITTED BY HAMILTON CITY COUNCIL TO THE 2023 LGNZ AGM

Agenda item 5.5 document number A4216562, pages 256 - 270 refers

#### **RESOLUTION 2023/52**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Hilda Halkyard-Harawira

That the Far North District Council endorses the support provided to Hamilton City Council on the following remits to be submitted to the 2023 Local Government New Zealand Annual General Meeting:

- 1. Virtual Quorum
- 2. Kiwisaver for Elected Members
- 3. Development of a shared understanding and centralised framework of wellbeing.

**CARRIED** 

**Extraordinary Council Meeting Minutes** 

23 May 2023

#### **UNCONFIRMED**

#### 6 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

#### **RESOLUTION TO EXCLUDE THE PUBLIC**

#### **RESOLUTION 2023/53**

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr Tāmati Rākena

That the public be excluded from the following parts of the proceedings of this meeting bar the Chairpersons from community boards.

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
6.1 - Interim Chief Executive Officer Appointment (Update) - Under Separate Cover	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

**CARRIED** 

At 4:24 pm the meeting adjourned to Public Excluded.

At 4:36 pm the meeting resumed to Public.

#### 7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Kahika - Mayor Moko Tepania closed the meeting with a karakia.

#### 8 MEETING CLOSE

The meeting closed at 4:38 pm.

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

CHAIRPERSON

1 June 2023

MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE COUNCIL CHAMBERS, MEMORIAL AVE, KAIKOHE
ON THURSDAY, 1 JUNE 2023 AT 10:05 AM

PRESENT: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Cr Ann

Court, Cr Felicity Foy, Cr Hilda Halkyard-Harawira (virtually), Cr Babe Kapa, Cr Penetaui Kleskovic, Cr Steve McNally, Cr Mate Radich, Cr Tāmati Rākena,

Cr John Vujcich

IN ATTENDANCE: Adele Gardner (Te Hiku Community Board) Chicky Rudkin (Kaikohe-Hokianga

Community Board), Belinda Ward (Bay of Islands-Whangaroa Ward).

STAFF PRESENT: Janice Smith (Acting Chief Executive), Jill Coyle (Group Manager - People &

Transformation), Jacine Warmington (Group Manager – Strategic Relationships), Ruben Garcia (Group Manager - Community & Engagement), Kevin Johnson (Group Manager – Delivery and Operations), Andy Finch (Acting Group Manager – Corporate Services), Calvin Thomas (Manager – Northland Transport Alliance), Briar Corbett (Principal Advisor – Strategic Relationships), Llani Harding (Manager – Te Hono), Aisha Huriwai (Manager – Democracy Services), Carla Ditchfield (Manager – Legal Services) Nicola Griffin (Senior Communications & Engagement Advisor), Taniora Herewini (Pouawhina Manukura – (Executive Assistant) to the Mayor and Deputy

Mayor), Marlema Baker (Democracy Advisor).

#### 1 KARAKIA TIMATANGA / OPENING PRAYER

The meeting commenced with a mihi whakatau lead by Cr Kapa with Ngati Rehia during which the Kahika/Mayor Tepania declared the meeting open.

Kahika/Mayor Tepania and Acting CEO Janice Smith signed the Reo Rua Kerikeri Bilingual Memorandum of Understanding between the Far North District Council and Ngati Rehia representatives Nora Rameka and Kipa Munroe.

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

No apologies or conflicts of interest declared.

The meeting adjourned for morning tea 10:40 am, resumed 11:04 am.

#### 3 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

- · Opening welcome/mihimihi
- Copies of the agenda are available on the FNDC website.
- Introduction of Kaiwhakawhiti Reo/ Interpreter: Eli Smith
- In the Māramataka Māori today is Mawharu
- Due to a large agenda 5 attachments were removed from the agenda prior to printing but are
  available for public viewing on the Far North District Council website. Elected Members also
  occasionally receive briefing papers which will be published in the same space.
  - Item 6.3 Attachment 2 SH11 Paihia to Waitangi Shared Use Path Preliminary Design
  - Item 6.10 Attachment C Kerikeri-BOI Speed Technical Report
  - Item 6.11 Appendix 2 FNDC Service Review Report Final Draft V2
  - Item 6.12 Appendix C Rural Environment Economic Analysis. and
  - Item 6.12 Attachment 3 Kerikeri Water Supply Strategy Study June 2021

1 June 2023

#### Item of Business Not on the Agenda Which Cannot Be Delayed

The Mayor Supplementary public excluded Item 8.7 Interim Chief Executive Officer Appointment distributed under separate cover

#### Announcements / Events

- Background of Rating Database Information:
  - 3-yearly process to update rateable valuations of properties
  - Apology issued for the miscalculation.
  - May impact your rates charges for the 2024 financial year

#### 4 NGĀ TONO KŌRERO / DEPUTATION

- Linda Kaye Representing Kohukohu Residents (virtual) regarding Kohukohu Streetlights. The Kohukohu Community Plan identifies heritage precincts and dark skies is a priority for Kohukohu. Seeking a directive that the newly replaced bright blue kelvin lights be removed from the Kohukohu heritage precinct and replaced with monochromatic dimmer lights, angled to illuminate the paths rather than the sky and looking for a resolution that the plan will be implemented.
- Murray McCully Representing Te Tai Tokerau Water Trust.
   Agenda Item 6.12 Kerikeri Water Sources Options Review
   Spoke to his presentation shared in the room.

### 3 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

#### 5.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 5.1 document number A4195716, pages 6 - 15 refers

#### **RESOLUTION 2023/54**

Moved: Kahika/Mayor Moko Tepania

Seconded: Cr Tāmati Rākena

That Council confirms the minutes of the Council meeting held 4 May 2023 as a true and correct record.

CARRIED

#### 4 NGĀ PŪRONGO / REPORTS

#### 6.1 COMMUNITY BOARD MINUTES - MAY 2023

Agenda item 7.2 document number A4195704, pages 576 - 590 refers. The Chairperson's spoke to their respective minutes.

#### **RESOLUTION 2023/55**

Moved: Kahika/Mayor Moko Tepania

Seconded: Cr Mate Radich

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

**CARRIED** 

1 June 2023

#### 6.2 ANNUAL PLAN DELIBERATIONS - 2023/24

Agenda item 6.1 document number A4212105, pages 16 - 76 refers.

#### **MOTION**

Moved: Cr Steve McNally Seconded: Cr Mate Radich

#### That

- a) rates income remain at the same level as last year i.e. there will be no rate rise for 2023/24 financial year and that the Chief Executive reviews all available cost cutting measures available across opex to address any opex shortfalls.
- b) roading budgets be urgently updated to cover CAPEX and OPEX, including necessary information relating to contractual roading obligations, including the alteration to Government budgets relating to roading to ensure councils financial share is covered.
- c) Pensioner Housing, that no maintenance or improvements are made while Council progress options agreed in recent workshops, that divestment/tender process be completed before 1 December 2023.

The meeting adjourned at 11:37 am and reconvened at 11:49 am

#### **AMENDMENT**

Cr Foy moved that points 1, 2, 3 and 5 from the original recommendation be included in Cr McNally's motion above and that each item be voted on individually and by division;

Moved: Cr Felicity Foy Seconded: Cr Penetaui Kleskovic

- Consultation items;
  - a. Partnering with the Turner Centre to better deliver arts and culture for the district
    - 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

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, Tāmati Rākena and John Vujcich

Against: Nil

CARRIED

- **b.** Enabling housing development on Māori Freehold Land
  - That Council adopt the policy R23/15 Enabling Housing Development on Māori Freehold Land as proposed.
  - ii) Staff establish clear application guidelines.

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, Tāmati Rākena and John Vujcich

Against: Nil

1 June 2023

**CARRIED 11/0** 

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.

Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, In Favour: Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve

McNally, Mate Radich, Tāmati Rākena and John Vujcich

Against: Nil

CARRIED 11/0

- 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.

Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Felicity Foy, In Favour:

Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Mate Radich and John

Vujcich

Crs Ann Court and Steve McNally Against:

Cr Tāmati Rākena Abstained:

**CARRIED 8/2** 

- 3. Additional capital programme requests
  - a. That Council approves the additional capital programme funding of

1.	Kohukohu Hall	600,000	0	0

Kahika/Mayor Moko Tepania, Crs Babe Kapa, Penetaui Kleskovic, Steve McNally, In Favour:

Mate Radich and John Vujcich

Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Against:

Harawira and Tāmati Rākena

**CARRIED 6/5** 

2.	Maritime Lighting Meters	50,000	0	0

Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court, In Favour:

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve

McNally, Mate Radich, Tāmati Rākena and John Vujcich

Against: **CARRIED 11/0** 

Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court, In Favour:

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve

McNally, Mate Radich, Tāmati Rākena and John Vujcich

Against: Nil

**CARRIED 11/0** 

ſ	4	Taipa Point Stormwater	100.000	200.000	0

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, Tāmati Rākena and John Vujcich

Against:

1 June 2023

				CARRIED 11/0	
5 Obje	cts & Statues	80,000	0	0	
In Favour:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard Vujcich				
Against: Abstained:	Crs Penetaui Kleskovic and Si Cr Babe Kapa,	teve McNally		CARRIED 8/2	
6 Storr	nwater Reactive Renewals	200,000	0	0	
In Favour: Against:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyaro Radich, Tāmati Rākena and Jo Cr Steve McNally,	l-Harawira, Bab			
<u>Against.</u>	of oteve Morvany,			CARRIED 10/1	
<b>7</b> 348a	SH12 Omapere Stormwater	500,000	0	0	
In Favour:  Against:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard McNally, Mate Radich, Tāmati Nil	-Harawira, Babe	e Kapa, Penetau		
Agailist.	IVII			CARRIED 11/0	
8. Somi	merville Ave Kaitaia	300,000	0	0	
In Favour: Against:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard McNally, Mate Radich, Tāmati Nil	-Harawira, Babe	e Kapa, Penetau		
9 Drair cons	· ·	500,000	0	0	
In Favour: Against:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard Rākena and John Vujcich Crs Steve McNally and Mate F	-Harawira, Babe			
10. Kerik	eri Hone Heke Stage 2	250,000	0	0	
In Favour:  Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Mate Radich, Tāmati Rākena and John Vujcich					
Against:	Cr McNally			CARRIED 10/1	
11 Russ	sell WW Treatment Plant	350,000	0	0	
In Favour:	Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard McNally, Mate Radich, Tāmati	-Harawira, Babe	e Kapa, Penetau		

1 June 2023

Against:	INII			CARRIED 11/0

 12.
 Wastewater Reactive H&S
 400,000
 0
 0

In Favour: Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court,

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Mate Radich and John Vujcich

Against: Crs Penetaui Kleskovic and Steve McNally

Abstained: Cr Tāmati Rākena

**CARRIED 8/2** 

13. Water Reactive H&S 200,000 0

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,

Tāmati Rākena and John Vujcich

Against: Cr Penetaui Kleskovic,

CARRIED 10/1

**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.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court,

Felicity Foy, Hilda Halkyard-Harawira, Tāmati Rākena and John Vujcich

Against: Crs Penetaui Kleskovic, Steve McNally and Mate Radich

Abstained: Cr Babe Kapa

CARRIED 7/3

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

In Favour: Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court,

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Mate

Radich, Tāmati Rākena and John Vujcich

Against: Cr Steve McNally,

CARRIED 10/1

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

In Favour: Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court,

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Tāmati

Rākena and John Vujcich

Against: Cr Steve McNally Abstained: Cr Mate Radich

CARRIED 9/1

#### 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.

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,

Tāmati Rākena and John Vujcich

Against: Nil

Abstained: Cr Penetaui Kleskovic

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**CARRIED 10/0** 

#### **MOTION**

Moved: Cr Steve McNally Seconded: Cr Felicity Foy

- 1. Consultation items;
  - a. Partnering with the Turner Centre to better deliver arts and culture for the district
    - 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.
    - That staff develop an operating agreement in conjunction with the Turner Centre Board
  - b. Enabling housing development on Māori Freehold Land
    - 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.

#### 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.
- Additional capital programme requests
  - a. That Council approves the additional capital programme funding of

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

1 June 2023

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.

#### **AMENDMENT**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Felicity Foy

That Kohukohu Hall be reduced to \$200,000.

In Favour: Kahika/Mayor Moko Tepania, Kōwhai Deputy Mayor Kelly Stratford, Crs Ann Court,

Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Tāmati Rākena and John Vujcich

Against: Crs Penetaui Kleskovic, Steve McNally and Mate Radich.

**CARRIED 8/3** 

#### **AMENDMENT**

Moved: Cr Felicity Foy Seconded: Cr Penetaui Kleskovic

4. \$400,000 for the Kaitaia Town Centre Development

In Favour: Crs Felicity Foy, Penetaui Kleskovic, Steve McNally, Mate Radich and John Vujcich Against: Kahika/Mayor Moko Tepania, Kowhai/Deputy Mayor Kelly Stratford, Crs Ann Court

and Hilda Halkyard-Harawira

Abstained: Crs Babe Kapa and Tāmati Rākena

CARRIED 5/4

 rates income remain at the same level as last year i.e. there will be no rate rise for 2023/24 financial year and that the CE reviews all available cost cutting measures available across opex to address any opex shortfalls.

In Favour: Crs Felicity Foy, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, Steve

McNally and Mate Radich

Against: Kahika/Mayor Moko Tepania, Kowhai/Deputy Mayor Kelly Stratford and Cr Ann

Court

Abstained: Crs Tāmati Rākena and John Vujcich

**CARRIED 6/3** 

roading budgets be urgently updated to cover CAPEX and OPEX, including necessary
information relating to contractual roading obligations, including the alteration to Government
budgets relating to roading to ensure councils financial share is covered.

In Favour: Kahika/Mayor Moko Tepania, Felicity Foy, Hilda Halkyard-Harawira, Penetaui

Kleskovic, Steve McNally, Mate Radich, Tāmati Rākena and John Vujcich

Against: Kōwhai/Deputy Mayor Kelly Stratford and Cr Ann Court

Abstained: Cr Babe Kapa

**CARRIED 8/2** 

 Pensioner Housing, that no maintenance or improvements are made while Council progress options agreed in recent workshops, that divestment/tender process be completed before 1 December 2023.

In Favour: Crs Felicity Foy, Penetaui Kleskovic, Steve McNally and Mate Radich

Against: Kahika/Mayor Moko Tepania, Kōwhai/Deputy Mayor Kelly Stratford, Crs Ann Court,

Hilda Halkyard-Harawira, Babe Kapa, Tāmati Rākena and John Vujcich

1 June 2023

**LOST 4/7** 

The amendment became the substantive motion

#### **RESOLUTION 2023/56**

Moved: Cr Steve McNally Seconded: Cr Felicity Foy

#### 1. Consultation items;

- a. Partnering with the Turner Centre to better deliver arts and culture for the district
  - 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
    - 1. Fixed cost grant
    - 2. 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
  - That Council adopt the policy R23/15 Enabling Housing Development on Māori Freehold Land as proposed.
  - ii) Staff establish clear application guidelines.
- 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.
- 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	200,000	0	0			
2.	Maritime Lighting Meters	50,000	0	0			
3.	Opononi Boat Ramp Parking	500,000	1,500,000	400,000			
4.	Taipa Point Stormwater	100,000	200,000	0			
5.	Objects & Statues	80,000	0	0			
6.	Stormwater reactive renewals	200,000	0	0			
7.	348a SH12 Omapere Stormwater	500,000	0	0			
8.	Sommerville Ave Kaitaia	300,000	0	0			
9.	Drainage Districts Resource consents	500,000	0	0			
10.	Kerikeri Hone Heke Stage 2	250,000	0	0			
11.	Russell WW Treatment Plant	350,000	0	0			

1 June 2023

12.	Wastewater reactive H&S	400,000	0	0
13.	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.
- The total capital programme for 2023/24 is \$106.9M which excludes the additional requests.
- 4. \$400,000 for the Kaitaia Town Centre Development
- 5. Other issues
  - a. That Council approves the reinstatement of \$100k for Placemaking for the Te Hiku Community Board.
  - That Council approves the role of Coordinator to Te Kuaka Committee of \$87k and includes this sum in the operational budgets.
- rates income remain at the same level as last year i.e. there will be no rate rise for 2023/24 financial year and that the CE reviews all available cost cutting measures available across opex to address any opex shortfalls.

Revoked at a later stage during the meeting under S/O 23.5

- roading budgets be urgently updated to cover CAPEX and OPEX, including necessary
  information relating to contractual roading obligations, including the alteration to
  Government budgets relating to roading to ensure councils financial share is covered.
- Pensioner Housing, that no maintenance or improvements are made while Council progress options agreed in recent workshops, that divestment/tender process be completed before 1 December 2023.

In Favour: Kahika/Mayor Moko Tepania, Kowhai/Deputy Mayor Kelly Stratford, Felicity Foy,

Penetaui Kleskovic, Steve McNally, Mate Radich and John Vujcich

Against: Crs Ann Court and Hilda Halkyard-Harawira

Abstained: Crs Babe Kapa and Tāmati Rākena

**CARRIED** 

The meeting adjourned at 11:37 am and Cr Radich left the meeting at 11:37 am – the meeting resumed at 1:50 pm.

#### REVOCATION OR ALTERATION BY RESOLUTION AT THE SAME MEETING

#### **MOTION**

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

That Council, under Standing Orders 23.5, revoke point 6 of substantive motion in item 6.2. above: "rates income remain at the same level as last year i.e. there will be no rate rise for 2023/24 financial year and that the CE reviews all available cost cutting measures available across OPEX to address any OPEX shortfalls."

1 June 2023

#### **AMENDMENT**

Moved: Cr Penetaui Kleskovic Seconded: Cr John Vujcich

That Council increase that total rate by 5.44% for the 2023/24.

In Favour: Crs Felicity Foy, Hilda Halkyard-Harawira, Penetaui Kleskovic and John Vujcich Kahika/Mayor Moko Tepania, Crs Ann Court, Babe Kapa, Steve McNally and Tāmati

Rākena

Abstained: Kowhai/Deputy Mayor Kelly Stratford

**LOST 4/5** 

#### **RESOLUTION 2023/57**

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

That Council, under Standing Orders 23.5, revoke point 6 of the substantive motion in item 6.2 above:

rates income remain at the same level as last year i.e. there will be no rate rise for 2023/24 financial year and that the CE reviews all available cost cutting measures available across OPEX to address any OPEX shortfalls.

In Favour: Kahika/Mayor Moko Tepania, Kowhai/Deputy Mayor Kelly Stratford, Crs Ann Court,

Hilda Halkyard-Harawira, Babe Kapa and Tāmati Rākena

Against: Crs Felicity Foy, Penetaui Kleskovic, Steve McNally and John Vujcich

CARRIED

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

Agenda item 6.2 document number A4220108, pages 76 - 250 refers

#### **MOTION**

Moved: Cr John Vujcich Seconded: Cr Babe Kapa

That Council:

- a) adopts the proposal to change to a ward-wide targeted rate for water supply and wastewater services.
- amends its Revenue & Financing Policy to include the change for implementation 1 July 2023.
- c) all operational and depreciation transactions be recorded against each water scheme.

**WITHDRAWN** 

#### **MOTION**

Moved: Kōwhai/Deputy Mayor Kelly Stratford

Seconded: Cr Ann Court

That Council:

- a) adopts the proposal to change to a district-wide targeted rate for water supply and wastewater services
- amends its Revenue & Financing Policy to include the change for implementation 1 July 2023.

In Favour: Kowhai/Deputy Mayor Kelly Stratford, Crs Ann Court, Felicity Foy, Babe Kapa and

Tāmati Rākena

Against: Kahika/Mayor Moko Tepania, Crs Hilda Halkyard-Harawira, Penetaui Kleskovic,

Steve McNally and John Vujcich

**EQUAL - LOST** 

#### 6.4 NEW LEASE TO FENZ - 3985 STATE HIGHWAY 1, NORTHERN AUPOURI, PUKENUI

Agenda item 6.4 document number A4184196, pages 257 - 262 refers

#### **RESOLUTION 2023/58**

Moved: Cr John Vujcich

Seconded: Kahika/Mayor Moko Tepania

#### 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

1 June 2023

 approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for \$1.00.

Against: Cr Felicity Foy

**CARRIED** 

#### 6.5 NEW LEASE TO FENZ - 1089 BROADWOOD ROAD, BROADWOOD

Agenda item 6.5 document number A4184182, pages 263 - 270 refers

#### **RESOLUTION 2023/59**

Moved: Cr John Vujcich

Seconded: Kahika/Mayor Moko Tepania

#### **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
- approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for \$1.00.

Against: Cr Felicity Foy

**CARRIED** 

#### 6.6 NEW LEASE TO FENZ - 699 RANGIPUTA ROAD, KARIKARI PENINSULA

Agenda item 6.6 document number A4184282, pages 271 - 280 refers

#### **RESOLUTION 2023/59**

Moved: Cr John Vujcich

Seconded: Kahika/Mayor Moko Tepania

#### 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

1 June 2023

**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.

Against: Cr Felicity Foy

**CARRIED** 

#### 6.7 NEW LEASE TO FENZ - 721 TAUPO BAY ROAD

Agenda item 6.7 document number A4184976, pages 281 - 284 refers

#### **RESOLUTION 2023/60**

Moved: Cr John Vujcich

Seconded: Kahika/Mayor Moko Tepania

#### **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.
- approves transferring ownership of buildings and improvements to fire & Emergency New Zealand for \$1.00.

Against: Cr Felicity Foy

**CARRIED** 

#### 6.8 KAITAIA SATURDAY MARKET - LICENCE TO OCCUPY

Agenda item 6.8 document number A4184708, pages 285 - 287 refers

#### **RESOLUTION 2023/61**

Moved: Cr Felicity Foy

Seconded: Kōwhai/Deputy Mayor Kelly Stratford

#### 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.

**CARRIED** 

#### 6.9 KERIKERI WATER SOURCE - OPTIONS REVIEW

Agenda item 6.12 document number A4214365, pages 506 - 515 refers

#### **MOTION**

Moved: Cr Ann Court

Seconded: Cr Penetaui Kleskovic

1 June 2023

#### That Council:

- 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
- request that the investigative work for water source options identified in the Kerikeri Water Supply Strategy study be prioritised for 2023/2024

#### **RESOLUTION 2023/62**

Moved: Cr Ann Court

Seconded: Cr Penetaui Kleskovic

#### **That Council**

- a) indicate to the Te Tai Tokerau Trust Water Trust its conditional approval to invest with the purchase of 200 shares in the planned Otawere Domain Reservoir and appropriate watermain infrastructure. This would be subject to Council being able to obtain the necessary approvals for this purchase from the Department of Internal Affairs under the Affordable Waters regime and the negotiation of satisfactory commercial terms that protect Council's borrowing position.
- b) determine the best option out of the suggested solutions including consent/design/build costs
- request that the investigative work for water source options identified in the Kerikeri Water Supply Strategy Study be prioritised for 2023/2024.

**CARRIED** 

#### 6.10 STANDING ORDERS 4.2 MEETING DURATION

#### **RESOLUTION 2023/63**

Moved: Kahika/Mayor Moko Tepania

Seconded: Cr John Vujcich

That the Council resolve to continue the meeting beyond the six hour timeframe.

**CARRIED** 

#### 7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

#### **RESOLUTION TO EXCLUDE THE PUBLIC**

#### **RESOLUTION 2023/64**

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr John Vujcich

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:

1 June 2023

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 - 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
8.2 - 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
8.3 - 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
8.4 - 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	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
	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	
8.5- 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
8.6 Appointment of Interim Chief Executive Officer (under separate cover)	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

And that Council allow the Community Board Chairs Adele Gardner, Chicky Rudkin and Belinda Ward to remain in the public excluded part of the meeting.

**CARRIED** 

1 June 2023

#### CONFIRMATION OF DECISIONS TO BE RELEASED IN PUBLIC

#### **RESOLUTION 2023/65**

Moved: Kahika/Mayor Moko Tepania

Seconded: Cr John Vujcich

That Council confirms the decisions contained in the part of the meeting held with public excluded be restated in public meeting <u>with figures redacted</u> as follows:

- 8.1 Approval for FNHL to borrow via LGFA
- 8.2 All of Government Electricity Providers
- 8.4 Increase In Total Contract Value FNDC Contract 7/22/159 EW Slip Fairburn Rd - (PW)
- 8.5 Increase In Total Contract Value FNDC Contract 7/22/100 Raised Traffic Facilities 2021/24 (PW)

**CARRIED** 

#### 9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

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

#### 10 MEETING CLOSE

The meeting closed at 4:56 pm.

The minutes of this meeting will be confirmed at the Ordinary Council Meeting held on 29 June 2023.

	 	 	 								•••
			С	H	ΑI	R	P	ΕF	3	36	10

#### 6 NGĀ PŪRONGO / REPORTS

#### 6.1 ADOPTION OF THE 2023-24 ANNUAL PLAN

File Number: A4238346

Author: Angie Thomas, Team Leader - Accounting Services

Authoriser: Janice Smith, Acting Chief Executive

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To adopt the Annual Plan for 2023/24.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Annual Plan for 2023/24 confirms plans and budgets initially adopted in year three of the 2021-31 Long Term Plan (LTP) adjusted to accommodate changing circumstances.
- The Annual Plan must be adopted before commencement of the year to which it applies, and before rates are set for the new financial year.
- This Annual Plan was prepared in accordance with Part 2 of Schedule 10 of the Local Government Act (LGA).

#### **TŪTOHUNGA / RECOMMENDATION**

#### **That Council:**

- a) Adopt the Annual Plan for 2023/24.
- b) Delegate authority to the Chief Executive Officer to approve any minor accuracy, grammatical or formatting amendments prior to the Annual Plan 2023/24 being published and uploaded to the Far North District Council website.

#### 1) TĀHUHU KŌRERO / BACKGROUND

A number of workshops were held with the Elected Members to discuss variations to the budgets for the 2023/24 Annual Plan.

The new council focus is to deliver on key infrastructure and services. This has come at a time when the far north district faces significant challenges with weather events causing major repairs to the roading and network and high levels of inflation and cost pressures that have increased budgets across the organisation.

#### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Key elements of the Annual Plan for 2023/24 are:

- A total rate requirement increases by 6.78%, a much higher increase than the 3.1% forecast in year three of the 2021-31 LTP.
- Operating expenditure of \$164.8M, the 2021-31 LTP was forecast at \$152.6M.
- \$106.7M of operating expenditure will be funded through rates, with the remainder through revenue such as fees and charges and Government subsidies.
- Capital expenditure of \$110.5M which includes unfinished projects carried forward from 2022/23.
- Forecast closing debt of \$179.8M at the end of the 2023/24 financial year. This is less than the \$214M forecast in the 2021-31 LTP.

#### TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Compliance with statutory provisions for adopting and Annual Plan.

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

The financial implications and budgetary provisions of adopting the 2023/24 Annual Plan are contained in the document. Adoption of this Annual Plan enables Council to set rates for the new financial year.

#### **ĀPITIHANGA / ATTACHMENTS**

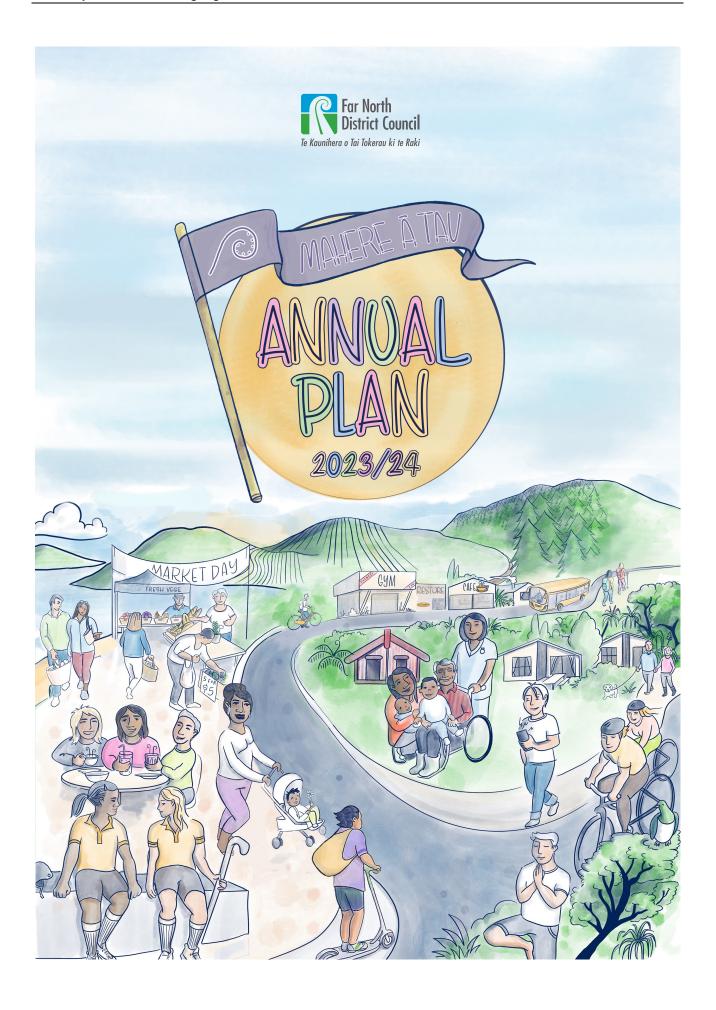
I. AP2023-24 12062023 - A4250359 🗓 🖼

#### 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 <u>Council's Significance and Engagement Policy</u>	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Schedule 10 Local Government Act
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.	NA
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.	NA
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
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).	NA
State the financial implications and where budgetary provisions have been made to support this decision.	NA
Chief Financial Officer review.	The CFO has reviewed this report

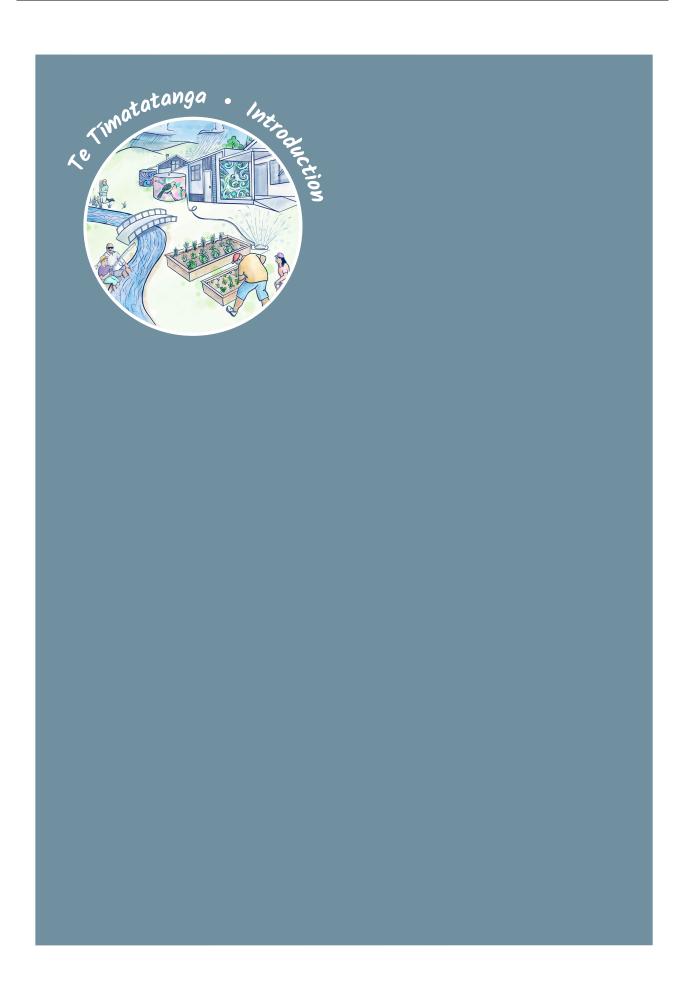


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#### NGĀ KAUPAPA | CONTENTS

#### Te Tīmatatanga • Introduction

Our Vision, Mission, Values and Expectations
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### Tō Tātou Tirohanga, Aronga, Uara Me Ngā Tūmanako Our Vision, Mission, Values and Expectations

Tirohanga · Our Vision

### HE WHENUA RANGATIRA A DISTRICT OF SUSTAINABLE PROSPERITY & WELL-BEING

# Aronga · Our Mission HE ARA TAMATA CREATING GREAT PLACES

Supporting our people

#### **Vara** • Our Values

Manawatōpū • Unity of purpose and working together

Whanaungatanga • Family, community, connecting and caring

Tū tangata • Strong cultural identities

Mana tangata • Respect and fairness

Te Tiriti o Waitangi • Partnership

Kaitiakitanga • Environmental stewardship and sustainability

#### Tūmanako • Our Expectations

He wāhi ātaahua • Valuing the outstanding beauty of our District

Oranga taiao, oranga tangata • Nurturing the environment so it nourishes us

Oranga kāinga • A thriving, sustainable local economy

Mana i te whenua • The role of tangata whenua is valued and respected

Te ira tangata • Rich heritage and diversity respected and celebrated

Whānau • A great place for our families to flourish

Tangata whai ora • Happy, healthy, safe and purposeful people

He waka hourua • Fit for purpose infrastructure underpinning success

Kokiri tahi • Empowered communities, working collaboratively

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### He pānui nā tōu kaunihera A message from your council

#### Kia ora koutou

Welcome to the first Annual Plan to be delivered by Far North District Council since our October 2022 local elections. That election ushered in a number of changes for the council.

One was the election of Moko Tepania, the first Māori mayor of the Far North, and the youngest mayor ever elected in Northland. Another first for our district was the election of four councillors to our new Māori ward, Ngā Tai o Tokerau. Hilda Halkyard-Harawira, Tāmati Rākena, Penetaui Kleskovic and Babe Kapa were selected to represent this ward which covers the entire district. Another new face is Steve McNally representing the Bay of Islands-Whangaroa General Ward. We welcome these new councillors as well as some familiar faces; councillors Ann Court, Felicity Foy, Mate Radich and John Vujcich return after being re-elected to their roles, along with Kelly Stratford, who is our Kōwhai (Deputy Mayor).

The new council has quickly turned its focus to delivering the key infrastructure and services Far North residents require. This mahi comes at a time when our district, and Aotearoa New Zealand, face significant economic challenges. In February this year, the North Island faced one of the most destructive weather events of this generation. While the Far North fared better than other parts of the country, Cyclone Gabrielle left us with a significant repair bill for our roading network. This damage was compounded by several heavy rain events in May. By the end of that month, Northland Transportation Alliance had logged 127 road sites in the Far North requiring significant repairs. These range from road surface repairs, most of which will be resolved over the next three months, to more significant repairs requiring further work.

While we are grateful for the financial assistance provided by the Government and Waka Kotahi to help us during the immediate response to those weather events, our ratepayers will face significant new costs as we undertake repairs.

This cost burden has been compounded by the highest levels of inflation New Zealand has experienced in over 30 years. This will not only impact road repairs; the cost of projects we committed to in our Long Term Plan (LTP) 2021-31 have also been pushed up much more than we could have predicted. We are very aware that our residents are also struggling to meet their commitments in this economic climate. In response, we've reassessed our spending line by line to minimise impacts to our

budgets while continuing to deliver core services. Where possible, we have delayed some projects committed to in the LTP.

Despite these efforts to keep rates for the 2023/24 financial year in line with the 3.1 per cent rise forecast in the Long Term Plan 2021-31, it has been impossible to entirely avoid the impacts of inflation. After considerable debate, the council agreed to a 6.78 per cent rise in the total rates take to cover the council's projects and ongoing operations.

Last year, the council consulted on a proposal to change the way we pay for water and wastewater infrastructure. These are currently funded by those connected to these services through targeted rates on a scheme-by-scheme basis. This infrastructure requires renewal and upgrade and funding this work is becoming increasingly difficult, especially for our smaller communities. We proposed replacing scheme-based rates with a district-wide rate for water and a district-wide targeted rate for wastewater. This would see all those connected to council water and wastewater schemes paying the same rates. The council was divided on this issue, and finally opted to stick with the current scheme-based rating system.

Ahead of confirming our Annual Plan 2023/24, we also consulted with the community on two key proposals not included in the LTP that would impact rates if adopted. The proposals were to take over ownership of the Turner Centre building at Kerikeri, and to refine criteria used to provide rate remissions for Māori Freehold Land so that owners can more easily develop much-needed housing. We received considerable feedback on these proposals, both of which have been adopted by the council.

Next year, we will be developing a new Long Term Plan. This will provide an opportunity to review our goals for 2024 to 2034, and factor higher inflation into our budgets. Later this year, we will ask what you would like to see in the Long Term Plan 2024-34 and what you are prepared to remove. To keep rates in check, we need to seriously consider which council services have priority. We will need your help to make those decisions and are now working on a plan that will make it as easy as possible for all residents to make meaningful contributions to that discussion.

Ka kite anō.



Far North District Council | Mahere ā-Tau | Annual Plan 2023/24

## Ngā Manu Mātārae Civic Leadership



Moko Tepania Mayor



**Cr Kelly Stratford**Deputy Mayor
Bay of IslandsWhangaroa Ward



**Cr Steve McNally**Bay of IslandsWhangaroa Ward



**Cr Ann Court**Bay of IslandsWhangaroa Ward



**Cr John Vujcich** Kaikohe-Hokianga Ward



**Cr Mate Radich** Te Hiku Ward



**Cr Felicity Foy** Te Hiku Ward



**Cr Babe Kapa** Ngā Tai o Tokerau Māori Ward



**Cr Tamati Rakena** Ngā Tai o Tokerau Māori Ward



**Cr Hilda Halkyard-Harawira** Ngā Tai o Tokerau Māori Ward



**Cr Penetaui Kleskovic** Ngā Tai o Tokerau Māori Ward

## Ngā Rāngai Hapori Community Boards

## Bay of Islands - Whangaroa Ward

Belinda Ward (Chair)

Lane Ayr (Deputy Chair) Kerikeri

Jane Hindle Russell-Ōpua

Amy Slack *Kerikeri* 

Tyler Bambei *Waipapa* Bruce Mills

Roddy Hapati Pihema *Kawakawa-Moerewa* 

### Kaikohe - Hokianga Ward

Chicky Rudkin (Chair) *Kaikohe* 

Tanya Filia (Deputy Chair) South Hokianga

Harmonie Gundry North Hokianga

Jessy McVeagh South Hokianga

Mike Edmonds South Hokianga

Trinity Edwa Kaikohe

#### Te Hiku Ward

Adele Gardner (Chair)

John Stewart (Deputy Chair)

Darren Ax

Rachel Baucke

Sheryl Bainbridge Doubtless Bay

Bill Subritzky *Whatuwhiwhi* 

## Hononga Rautaki Strategic linkages

## Ngā Wāhanga e Whā o te Hauora • The Four Aspects of Wellbeing



### **Our Vision**

## HE WHENUA RANGATIRA A DISTRICT OF SUSTAINABLE PROSPERITY & WELL-BEING

## **Our Mission**

### HE ARA TĀMATA CREATING GREAT PLACES

Supporting our people

## He Rautaki Whakaarotau · Our Strategic Priorities



Better asset management



Address affordability



Enable sustainable economic development



Adapt to climate change



Protect our water supply



Deepen our sense of place and connection

## He Putanga Hapori • Our Community Outcomes



Proud, vibrant



Prosperous communities supported by a sustainable economy



Communities that are healthy, safe, connected and sustainable



Connected communities that are prepared for the unexpected



A wisely managed and treasured environment that recognises the role of tangata whenua as kaitiaki



We embrace and celebrate our unique culture and heritage and value it as a source of enduring pride



## Anei ngā āhua i wā koutou moni reiti This is what your rates dollar contributes to

### **General rates**





















**Targeted rates** 







## Tā tātou mahere i te rangitahi Our plan in brief

In an ideal world, we would have assumed that we would be moving towards a state of recovery by now. However, as we all know, the world continues to change. These external factors also affect the local government sector, like many others, we continue to experience significant disruption as a result. The highest levels of inflation, unpredictable weather conditions, disruptive road closures and damage resulting from heavy rain events.

A number of our budgets have had to be revised upwards to accommodate cost increases, and we have taken a critical and practical look at our work programme, making tough decisions about what we believe we can reasonably deliver with these uncontrollable factors at play.

The result is a revised work programme for 2023/24 that carries forward projects that were delayed this year, and revised timeframes for planned work in the new financial year that we are unlikely to have sufficient capacity to deliver.

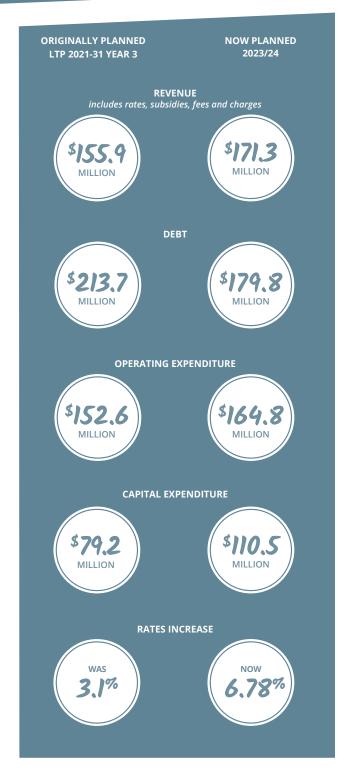
#### Strategic direction

The LTP set a strong direction with several priority areas, including better asset management, protecting, and enhancing water supplies, adapting to a changing environment, and stimulating economic activity when and where we are able to.

With changes to local government's mandate likely to shine a spotlight on community wellbeing, we are also putting more emphasis on deepening the sense of place and connection across the rohe, and of course keeping a sharp eye on costs to the ratepayer.

With the Government reforms ramping up, we have considered what these changes could mean and have accommodated these priorities accordingly.

The new council is focused on delivering key infrastructure and services even though facing economic challenges.





#### What's changed

These are the main differences between the Plan for 2023/24 and year three of the LTP:

- An average increase of 6.78%, a much higher increase than the 3.1% forecast in year three of the LTP
- Operating expenditure of \$164.8 million, in comparison to \$152.6 million forecast in year three of the LTP
- \$106.7 million of operating expenditure will be funded through rates, with the remainder through other revenue such as fees and charges and Government subsidies.
- Capital expenditure of \$110.5 million which includes unfinished projects carried forward from 2022/23
- Forecast closing debt of \$179.8 million at the end of the 2023/24 financial year.
   \$213.7 million was forecast in year three of the LTP.

#### **Government funding**

In 2021 Council received a substantial amount of economic stimulus funding for 17 projects. We have delivered many and are nearing completion on the rest.

Those still work in progress are:

- Te Puāwaitanga sports facilities at Waipapa
- Lindvart Park in Kaikohe
- Maritime projects for Rangitane and Paihia
- Completion of the boardwalk at Mangonui.

Infrastructure Accelerated Funding (IAF) arrangements for upgraded water, wastewater and roading infrastructure to support four housing developments in Kaikohe and Kawakawa. \$76.3 million has been planned over the next 3 years, \$39.2 million for Kaikohe and \$37.1 million for Kawakawa.

#### Capital programme

Forecast expenditure for capital works in the coming year has increased by ~\$32 million for a number of reasons. The most significant reason is the re-timing of projects from 2022/23 to better match planning and preimplementation timelines.

#### **Operating budgets**

Affordability, economic recovery, and the need to fund essential services were key considerations for Council when it adopted the LTP.

Variations in operating budgets were reviewed on the basis of critical need. Where possible other budgets have been tightened to provide the budget headroom to make the changes as cost neutral as possible. The biggest budget disruptors are of course inflation and interest rates which are both higher than we could have anticipated when the LTP was adopted.





## Whakarāpopoto hōtoka o te mahi matua Capital works programme summary

This is a summary of our capital projects schedule for the 2023/24 year. The full capital projects schedule can be found on pages 12-19.

### **Roading and Footpaths**

Activity	\$000s
New works	
Cycleways	1,377
Footpaths	462
Kawakawa second pedestrian crossing	31
Roading minor improvements	17,218
Total new works	19,088
Renewals	
Bridges and structures renewals	1,601
Cycleway network renewals	84
Drainage - culverts, kerbs and channels	677
Ferry renewals	85
Footpaths	501
Roading - sealed road pavement and resurfacing	12,155
Structures component replacements	1,710
Traffic services renewals	472
Total renewals	17,285
Roading and Footpaths total	36,373

## **Water Supply**

Activity	\$000s
New works	
Clarifier sludge disposal improvements	103
Cobham Road water main upgrade	72
Minor capital works, District-wide	565
Reactive Health & Safety improvements	200
Reservoir pump upgrade, Te Maire, Kaitāia	351
Water treatment plant relocation and new	2,000
source, Paihia	
Total new works	3,291
Renewals	
Scheduled renewals	750
Reactive renewals	206
Water source renewals, Kaikohe	561
Total renewals	1,517
Water Supply total	4,809

#### Wastewater

Activity	\$000s
New works	
District-wide sludge treatment facility	408
Expansion of wastewater network Stage 2, Kerikeri	1,000
Hihi WWTP upgrade	1,731
Minor capital works	513
Pump station upgrades	1,718
Reactive health & safety improvements	400
Resource consents	777
Scheme improvements, Kaikohe	1,400
Treatment plant upgrades	4,334
Total new works	12,281
Renewals	
Discharge consent renewals	147
Kaitāia reduction of wastewater overflows	882
Resource consent renewals	514
Scheduled renewals, Paihia	2,912
Total renewals	4,455
Wastewater total	16,736

#### Stormwater

Activity	\$000s
New works	
348a SH12 Ōmāpere stormwater	500
Floodgate improvements	157
Kaitāia urban stormwater resource consents	50
Kerikeri stormwater network	250
improvements stage 2, Hone Heke Road	
Stormwater improvements, Moerewa	1,846
Stormwater improvements	2,310
Stormwater resource consents - Te Hiku	500
Total new works	5,613
Renewals	
Floodgates	51
Stormwater renewals	2,086
Total renewals	2,137
Stormwater total	7,751

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### **Solid Waste Management**

Activity	\$000s
New works	
Transfer station improvements	474
Total new works	474
Renewals	
Transfer station renewals	78
Total renewals	78
Solid Waste Management total	553

#### **District Facilities**

Activity	\$000s
New works	
Airports	1,295
Amenity lighting	63
BOI Te Puāwaitanga sports facilities	2,800
development	
Carpark upgrades	71
Cemetery upgrades	190
Civil defence	874
District-wide objects and statues	80
Hall renewals	608
Housing for the Elderly upgrades	6,975
Lindvart Park pavilion, Kaikohe	4,909
Mangonui boardwalk extension	3,792
Maritime facilities	4,156
Ōpononi maritime boat trailer park	500
Parks and reserves	1,342
Public toilet upgrades	252
Pukenui coastal walkway	1,318
Te Hiku o te Ika revitalisation	1,345
Walking track upgrades, District-wide	125
Walkway upgrade, Ōpua - Paihia waterfront	501
Total new works	31,195
Renewals	
Airport renewals	419
Amenity lighting renewals	86
Bins, benches, bollards, signs and tables, Te	226
Hiku ward	
Building renewals, Kāeo old Post Office	857
Carpark renewals, Whangae Road, Kawakawa	152
Cemetery renewals, Kohukohu	51
Hall renewals	1,649
Housing for the Elderly renewals	4,131
Maritime facilities, Hokianga Harbour	847
Programme	
Parks and reserves	184
Public toilets	190
Total renewals	8,792
District Facilities total	39,987

#### **Customer Services**

Activity	\$000s
New works	
Libraries	1,075
Total new works	1,075
Renewals	
Information centre renewals	58
Library renewals	358
Total renewals	416
Customer Services total	1,491

## **Governance and Strategic Administration**

Activity	\$000s
New works	
Digital information improvements	960
Digital strategy, Nothing but Net	257
Total new works	1,217
Renewals	
Office equipment renewals	81
Other scheduled renewals	300
Pool vehicles	492
Server renewals	572
Telephony software renewals	141
Total renewals	1,586
<b>Governance and Strategic Administration total</b>	2,803
Capital works programme total	110,503
P P P P P P P	.,





## Te tuku ratonga Service delivery

What we do How the aspects of wellbeing link to our activities			activities	
Activity	Social	Economic	Environmental	Cultural
<b>Roading and Footpaths</b> : The roading and footpaths activity aims to link our great places, keep communities connected, safe and active, and contribute to the sustainability and growth of the local economy.		(\$5)		
<b>Water Supply:</b> Safe drinking water is essential to the health and wellbeing of our communities. Council is responsible for the treatment and distribution of water through its reticulated water schemes.		(\$5)		
<b>Wastewater:</b> Council manages and maintains reticulated sewerage schemes and services for the treatment and disposal of waste. We also provide new schemes and sewer connections as required following Council decision and community agreement.		\$5		
<b>Stormwater:</b> The stormwater activity protect and preserve community safety and property, Council infrastructure and the environment from any harmful effects of rain and floods.		\$5		
<b>Solid Waste Management:</b> Council provides solid waste refuse and recycling services to protect the health of our communities and environment.		(\$5)		
<b>District Facilities:</b> Council manages many facilities available for public use, such as playgrounds, parks and reserves, sportsfields, public toilets, visitor destinations and town centres.		<b>\$</b> 5		
<b>Customer Services:</b> Connecting with our communities and providing excellent customer service is important to Council.				
<b>Environmental Management:</b> Council has responsibilities under legislation to safeguard public health, safety, and welfare.				
<b>Strategic Planning and Policy:</b> Our District's future needs must be guided by a strategic vision and managed by a range of tools such as policies, bylaw and plans, many of which are statutory requirements.		<b>\$</b> 5		
Governance and Strategic Administration: Elected representatives form the governance function of Council. They are provided with guidance and support, assisting them to carry out their legislative responsibilities and make informed decisions on behalf of our communities.		(\$2)		

By providing these services we are helping to build strong, resilient, self-sufficient communities, creating great places and supporting our people.

## Measuring our service performance

Performance against measures are reported to Council and the community throughout the year and included in the Annual Report. For more detail on our performance measures, please read our LTP 2021-31.

## Ngā kaupapa haupū rawa Capital works programme

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Ngā rori me ngā ara hikoi • Roading and Footpaths		
New works (levels of service)		
Connect cycle and pedestrian pathways to parks and reserves around Kawakawa	-	15
Cycle trail diversion to Te Hononga and connecting trails to Kawiti Caves, Ōpua, Te Rito Marae, Ngāwhā Marae	-	103
Cycle trail signage improvements for route connection and safety	-	20
Cycle trail minor Improvements	51	49
Footpaths: Bay of Island-Whangaroa	159	154
Footpaths: Kaikohe-Hokianga	159	154
Footpaths: Te Hiku	159	154
Install second pedestrian crossing north end of Kawakawa	-	31
Low cost/low risk improvements <sup>1</sup>	14,822	15,166
Pahia to Waitangi - shared path to Te Ti	-	1,026
Pou Herenga Tai (Twin Coast Cycle Trail) Ōpua to Taumarere replacement	1,005	-
Road improvements	951	-
Unsubsidised roading capital sealing	2,114	2,052
Visitor experience - Taumarere to Ōpua	169	164
Total new works	19,587	19,088
Renewals		
Bridges and structures renewals	1,649	1,601
Cycleway network renewals	87	84
Drainage renewals	697	677
Ferry renewals	88	85
Footpath renewals: BOI-Whangaroa ward	176	159
Footpath renewals: Kaikohe-Hokianga ward	176	171
Footpath renewals: Te Hiku ward	176	171
Sealed road rehabilitation	-	103
Sealed road resurfacing	3,587	3,482
Structures component replacements <sup>2</sup>	4,944	4,800
Traffic services renewals	1,762	1,710
Unsealed road metalling	486	472
Unsubsidised second coats	5,819	5,650
Waka Kotahi/NZ Transport Agency at-risk	(5,667)	(1,880)
Total renewals	13,980	17,285
Total canital works for Danding and Facturaths	22.567	26.272
Total capital works for Roading and Footpaths	33,567	36,373

<sup>&</sup>lt;sup>1</sup> Low cost / low risk improvements is an NZTA category of works costing less than \$1 million, including traffic management, bridge approach sealing, lighting improvements, traffic signage and markings, guard railing and some walking and cycling facilities.

<sup>&</sup>lt;sup>2</sup> Structures component replacement is an NZTA category of works relating to replacing the components of bridges, retaining structures, guard rails, tunnels, stock access structures, some footpaths and pedestrian assets.

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Ngā wai tuku • Water Supply		
New works (levels of service)		
Clarifier sludge disposal improvement, Kaitāia	-	103
Cobham Road water main upgrade	-	72
Fire flow upgrades, Pukepoto Road, Kaitāia	218	-
Minor capital works, District-wide	317	308
Raw water new connection, Lake Waingaro	2,536	-
Reactive Health & Safety, District-wide	-	200
Reservoir pump upgrade, Te Maire, Kaitāia	-	98
Reservoir safety fall protection upgrade	-	253
Water treatment plant relocation and new source, Paihia	6,016	2,000
Zonal monitoring, Paihia	-	258
Total new works	9,087	3,291
Renewals		
Scheduled renewals, Kaikohe	1,057	-
Scheduled renewals, Kaitāia	740	750
Water source renewals, Kaikohe	-	18
Water source renewals, Kawakawa	-	85
Water source renewals, Pembroke, Massey, Ranfurley and Reed Streets, Moerewa	317	458
Water supply network planned renewals, Kawakawa and Moerewa	1,797	-
Water supply network renewals triggered by roading, District-wide	211	-
Water supply reactive renewals, District-wide	106	206
Total renewals	4,227	1,517
Total capital works for Water Supply	13,314	4,809

Wai pakopako • Wastewater		
New works (levels of service)		
Discharge consent renewals, Russell	-	115
District-wide Scada and telemetry	-	951
District-wide sludge treatment facility, Kaikohe	420	408
East Coast WWTP upgrade to consent conditions	317	308
Expansion of wastewater network Stage 2, Kerikeri	-	1,000
Hihi WWTP upgrade	-	1,731
Mains, Watea to Haruru Falls, Paihia	445	-
Minor capital works	-	513
Pump station emergency storage, Haruru, Paihia	-	533
Pump station renewals, Kaitāia	-	296
Pump station upgrades	72	200
Pump station upgrades, East Coast	134	-
Pump station upgrades, Kāeo	28	82
Pump station upgrades, Kerikeri	-	190
Pump station upgrades, Rāwene	14	14
Pump station upgrades, Whatuwhiwhi	134	404
Reactive Health & Safety, District-wide	-	400
Resource consent renewals, Kaikohe	-	384
Resource consent renewals, Kaitāia	-	277
Russell WWTP	-	350
Scheme improvements, Kaikohe	5,717	1,400

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Treatment plant inlet screen, Rangiputa	95	-
Treatment plant upgrades, Kaitāia	2,114	500
Treatment plant upgrades, Kohukohu	-	190
Treatment plant upgrades, Opononi	528	1,000
Treatment plant upgrades, Rāwene	317	308
Treatment plant, UV treatment, Ahipara	-	340
WWTP stream diversion, Kawakawa	-	387
Total new works	10,334	12,281
Renewals		
Discharge consent renewal, Houhora Heads motor camp	34	33
Discharge consent renewals, Russell	-	32
Discharge consent renewals, Whatuwhiwhi	85	82
Kaitāia reduction of wastewater overflows	-	882
Minor capital works	528	-
Pump station renewals, Kaitāia	191	-
Pump station renewals, Paihia	192	-
Reactive renewals	211	205
Resource consent renewals, Kãeo	-	514
Scheduled renewals, Paihia	-	532
Scheduled renewals, Russell	426	-
Telemetry renewals, District-wide	626	1,551
Treatment plant renewals, Ahipara	74	70
Treatment plant renewals, East Coast	-	180
Treatment plant renewals, Russell	-	373
Wastewater network reactive renewals triggered by roading	211	-
Total renewals	2,579	4,455
Total capital works for Wastewater	12,913	16,736

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Wai āwhā • Stormwater		
New works (levels of service)		
SH12 Ōmāpere, stormwater	-	500
Floodgate health and safety improvements, District-wide	16	40
Floodgate improvements	-	117
Kaitāia urban stormwater resource consents	-	50
Kerikeri stormwater network improvements Stage 2, Hone Heke Road	-	250
Sommerville Avenue, Kaitāia	-	300
Stormwater improvements, Moerewa	-	1,846
Stormwater minor works, District-wide	211	205
Stormwater pipe renewals, Commerce Street, Kaitāia	-	1,340
Stormwater reactive renewals, District-wide	-	200
Stormwater renewals, Kotare Drive, East Coast	-	265
Stormwater Resource Consents, Te Hiku	-	500
Total new works	227	5,613

<sup>14</sup> 

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Renewals		
Floodgate improvements	-	51
Ōpononi RSA stormwater lines	-	28
Stormwater network reactive renewals triggered by roading, District-wide	211	205
Stormwater reactive renewals, District-wide	264	-
Stormwater renewals, Kaitāia Parkdale Crescent	898	1,588
Stormwater renewals, Kotare Drive, East Coast	-	529
Total renewals	1,374	2,137
Total capital works for Stormwater	1,601	7,751

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Mana Whakahaere Para • Solid Waste Management		
New works (levels of service)		
Leachate oil separators	-	311
Transfer station improvements, BOI-Whangaroa ward	35	34
Transfer station improvements, Kaikohe-Hokianga ward	35	34
Transfer station improvements, Te Hiku ward	35	34
Wastewater treatment system upgrade, Kaitāia Resource Recovery Centre	-	62
Total new works	104	474
Renewals		
Recycling centre renewals, District-wide	8	8
Transfer station renewals, Ahipara	16	-
Transfer station renewals, Whangae	33	32
Transfer stations small renewals, District-wide	40	39
Total renewals	97	78
Total capital works for Solid Waste Management	201	553

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Ngā whakaurunga o te rohe • District Facilities	+0003	+0005
New works (levels of service)		
Accessible carparks, Kaikohe-Hokianga ward	-	21
Amenity lighting, BOI-Whangaroa ward	22	21
Amenity lighting, Kaikohe-Hokianga ward	22	21
Amenity lighting, Te Hiku ward	22	21
BOI Te Puāwaitanga sports facilities development	-	2,800
Cemetery land, Opononi	-	50
Cemetery land, Russell	-	140
Civic Hub, Kaikohe	3,376	-
Civil defence renewals	-	52
Civil defence tsunami sirens	-	822
District-wide objects and statues	-	80
Hall upgrades, Kohukohu	-	608
Housing for Elderly Healthy Homes upgrades	1,898	6,725

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Housing for Elderly, Ōmāpere	-	249
Kaitāia Airport - crosswind runway	-	1,295
Lindvart Park pavilion, Kaikohe	_	4,909
Mangonui boardwalk extension	-	3,792
Maritime facilities, boat ramp parking, Rangitane	_	2,200
Maritime facilities, Hokianga Harbour programme	115	112
Maritime facilities, minor upgrades	66	64
Maritime facilities, Paihia waterfront improvements	-	250
Maritime lighting meters	-	50
Maritime renewals, Whangaroa	-	1,480
New carparking, Russell	_	50
New public toilet, Lake Manuwai, Waipapa	159	-
Ōpononi maritime boat trailer park	-	500
Parks and reserves, District-wide playground shadesails	_	369
Parks and reserve accessibility improvements (Carparks), BOI-Whangaroa ward	16	16
Parks and reserve accessibility improvements (Carparks), Kaikohe-Hokianga ward	22	21
Parks and reserve accessibility improvements (Carparks), Te Hiku ward	9	17
Public toilet, Ahipara	211	
Public toilet, Cobham Road, Kerikeri	-	160
Pukenui coastal walkway	608	1,318
Recycling bins, Kaikohe	13	1,510
Taipā Point reserve stormwater mitigation	- 15	100
Taumatakuku Reserve playground, Moerewa	106	100
Tourism Infrastructure Fund - local share: BOI-Whangaroa ward	100	130
Tourism Infrastructure Fund - local share: District Wide		69
Tourism Infrastructure Fund - local share: Te Hiku Ward		620
Toilet accessibility improvements, BOI-Whangaroa ward	16	31
Toilet accessibility improvements, Kaikohe-Hokianga ward	16	31
Toilet accessibility improvements, Te Hiku ward	16	31
Town beautification, BOI-Whangaroa ward	106	31
Town beautification, Kaikohe-Hokianga ward	106	150
Town beautification, Te Hiku ward	106	1,195
·	211	1,193
Waipapa Baysport carpark surfacing Walking track upgrades, District-wide		125
Walkway upgrade, Ōpua-Paihia waterfront	128 215	125 501
Total new works		
Renewals	7,583	31,195
	20	62
Amenity lighting, BOI-Whangaroa ward	29	63
Amenity lighting, Kaikohe-Hokianga ward	3	3
Amenity lighting, Te Hiku ward	21	20
Bins, benches, bollards, signs and tables ,Te Hiku ward	74	72
Bins, benches, bollards, signs and tables, BOI-Whangaroa ward	106	103
Bins, benches, bollards, signs and tables, Kaikohe-Hokianga ward	53	51
Building renewals, Kāeo Old Post Office	-	807
Building renewals, Pear Tree, Kerikeri	-	50
Building renewals, Taheke community centre	264	-
Carpark renewals, Julian carpark, Kerikeri	40	-
Carpark renewals, Kent Bay North	12	-
Carpark renewals, Kent Bay South	6	-

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Carpark renewals, Marsden Road, Paihia 28 Carpark renewals, Whangae Road, Kawakawa - Cemetery renewals, Kerikeri 51 Cemetery renewals, Kohukohu Hall renewals, Kohukohu Hall renewals, Ökaihau Hall renewals, Rāwene 338 Hall renewals, Taipā Housing for Elderly, Ahipara 72 Housing for Elderly, Horeke 20 Housing for Elderly, Kaikohe 501 Housing for Elderly, Kaikohe 501 Housing for Elderly, Kaitāia 62	\$000s
Carpark renewals, Whangae Road, Kawakawa-Cemetery renewals, Kerikeri51Cemetery renewals, Kohukohu-Hall renewals, Kohukohu-Hall renewals, Ōkaihau-Hall renewals, Rāwene338Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	- 51 550 290 428
Cemetery renewals, Kerikeri51Cemetery renewals, Kohukohu-Hall renewals, Kohukohu-Hall renewals, Ökaihau-Hall renewals, Rāwene338Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	- 51 550 290 428
Cemetery renewals, Kohukohu - Hall renewals, Kohukohu - Hall renewals, Kohukohu - Hall renewals, Ökaihau - Hall renewals, Rāwene 338 Hall renewals, Taipā - Housing for Elderly, Ahipara 72 Housing for Elderly, Awanui 33 Housing for Elderly, Horeke 20 Housing for Elderly, Kaikohe 501 Housing for Elderly, Kaitāia 62	550 290 428
Hall renewals, Kohukohu-Hall renewals, Ökaihau-Hall renewals, Rāwene338Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	550 290 428
Hall renewals, Ökaihau-Hall renewals, Rāwene338Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	290 428
Hall renewals, Rāwene338Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	428
Hall renewals, Taipā-Housing for Elderly, Ahipara72Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	
Housing for Elderly, Ahipara 72 Housing for Elderly, Awanui 33 Housing for Elderly, Horeke 20 Housing for Elderly, Kaikohe 501 Housing for Elderly, Kaitāia 62	200
Housing for Elderly, Awanui33Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	380
Housing for Elderly, Horeke20Housing for Elderly, Kaikohe501Housing for Elderly, Kaitāia62	188
Housing for Elderly, Kaikohe 501 Housing for Elderly, Kaitāia 62	32
Housing for Elderly, Kaitāia 62	62
	1,366
	61
Housing for Elderly, Kaitāia, Oxford Street 162	469
Housing for Elderly, Kaitāia, Puckey Avenue 324	937
Housing for Elderly, Kawakawa 67	180
Housing for Elderly, Kerikeri 24	46
Housing for Elderly, Kohukohu 75	201
Housing for Elderly, Ōmāpere -	14
Housing for Elderly, Opononi 15	124
Housing for Elderly, Rāwene 178	213
Housing for Elderly, Waima 85	238
Kāeo Playground Carpark 22	
Kaitāia Airport - crosswind runway -	419
Maritime facilities, Hokianga Harbour programme 69	67
Maritime planned renewals 252	244
Maritime renewals, Kerikeri 6	5
Maritime renewals, Mangonui -	520
-	10
	10
Maritime renewals, Unahi 23	-
Parks and reserves, minor renewals, BOI-Whangaroa ward  58	104
Parks and reserves renewals, Kaikohe-Hokianga ward  78	184
Parks and reserves renewals, Te Hiku ward 95	-
Parks and reserves renewals, Awanui 423	
Parks and reserves renewals, Kāeo 118	-
Parks and reserves renewals, Mangonui 105	-
Parks and reserves renewals, Opononi 27	-
Parks and reserves renewals, Paihia 77	-
Parks and reserves renewals, Russell 17	-
Parks and reserves renewals, Taheke 28	-
Parks and reserves renewals, Taipā 77	-
Public toilet, Opito Bay -	190
Public toilet, Te Hapua 46	-
Public toilet, Williams Road, Paihia 53	-
Tennis court and playground renewals, Kerikeri 85	-
Total renewals 4,310	8,792
Total capital works for District Facilities 11,892	

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Wāhanga āwhina tangata • Customer Services	\$000S	<b>\$0005</b>
New works (levels of service)		
Civil defence renewals	15	-
Civil defence tsunami sirens	423	-
Library eBooks	41	40
Library eResources	36	35
Library replacement, Kaikohe	1,973	1,000
Total new works	2,488	1,075
Renewals		
Information centre renewals, Kaitāia	10	21
Information centre renewals, Opononi	5	21
Information centre renewals, Paihia	16	15
Library eBooks	42	41
Library technology	19	18
Scheduled library renewals, District-wide	307	298
Scheduled renewals, Kaikohe library	2	-
Scheduled renewals, Proctor library, Kerikeri	190	-
Service centre renewals, Rāwene	109	-
Total renewals	701	416
Total capital works for Customer Services	3,189	1,491

Whakahaere Taiao • Environmental Management	LTP 2023/24 \$000s	AP 2023/24 \$000s
Renewals		
Building renewals, Kerikeri	7	-
Total renewals	7	-
Total capital works for Environmental Management	7	-

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Mana kāwanatanga • Governance and Strategic Administration		
New works (levels of service)		
Digital information workflows	322	206
Digital spatial information	618	681
Digital strategy - Nothing But Net	391	257
Fit for purpose IT programme	-	74
Total new works	1,332	1,217
Renewals		
Office equipment renewals	83	81
Other scheduled renewals	297	274
Peripheral renewals	26	25
Pool vehicles	507	492
ProMapp software renewals	83	-
Server renewals	48	572
Service centre renewals, Kaikohe	65	9
Telephony hardware renewals	-	104
Telephony software renewals	29	28
Total renewals	1,139	1,586
Total capital works for Governance and Strategic Administration	2,470	2,803
Total capital works programme 2023/24	79,154	110,503

# Prospective funding impact statements

## Summary prospective funding impact statement Whole of Council

AP 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
	Sources of operational funding		
62,669	General rates, uniform annual general charges, rates penalties	64,948	66,995
37,233	Targeted rates	37,581	39,675
15,885	Subsidies and grants for operating purposes	14,963	15,007
19,807	Fees and charges	17,816	20,743
230	Internal charges and overheads recovered	114	238
1,763	Local authority fuel tax, fines, infringement fees, and other receipts	1,118	1,765
1,300	Dividends	1,300	1,300
138,887	Total operating funding	137,840	145,723
	Applications of operating funding		
112,870	Payments to staff and suppliers	106,036	116,090
2,688	Finance costs	2,746	5,409
-	Internal charges and overheads applied	-	-
-	Other operating funding applications	-	-
115,559	Total applications of operating funds	108,782	121,499
23,328	Surplus (deficit) of operating funding	29,058	24,224
	Sources of capital funding		
35,054	Subsidies and grants for capital expenditure	20,239	27,795
	Development, financial and other contributions	-	-
61,270	Increase (decrease) in debt	25,261	50,273
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
96,324	Total sources of capital funding	45,500	78,068
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
91,948	- to improve the level of service	50,741	74,236
38,006	- to replace existing assets	28,413	36,267
(10,302)	Increase (decrease) in reserves	(4,597)	(10,302)
	Increase (decrease) in investments	-	-
119,652	Total applications of capital funding	74,557	102,292
(23,328)	Surplus (deficit) of capital funding	(29,058)	(24,224)
	Funding balance	-	-

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## Ngā rori me ngā ara hikoi Roading and Footpaths

AP 2022/23		LTP 2023/24	AP 2023/24
\$000s		\$000s	\$000s
	Sources of operational funding		
13,227	General rates, uniform annual general charges, rates penalties	13,345	14,232
5,720	Targeted rates	5,031	5,938
15,800	Subsidies and grants for operating purposes	14,923	14,923
661	Fees, charges, and targeted rates for water supply	661	661
133	Internal charges and overheads recovered	27	133
600	Local authority fuel tax, fines, infringement fees and other receipts	600	600
36,141	Total operating funding	34,588	36,488
	Applications of operating funding		
28,946	Payments to staff and suppliers	27,494	26,184
811	Finance costs	689	1,723
(1,944)	Internal charges and overheads applied	(1,731)	(695)
-	Other operating funding applications	-	-
27,812	Total applications of operating funds	26,452	27,212
8,329	Surplus (deficit) of operating funding	8,135	9,276
	Sources of capital funding		
23,619	Subsidies and grants for capital expenditure	20,239	22,477
	Development, financial and other contributions	-	-
6,798	Increase (decrease) in debt	5,872	5,805
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
30,417	Total sources of capital funding	26,111	28,282
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
20,712	- to improve the level of service	19,587	19,088
17,193	- to replace existing assets	13,980	17,285
841	Increase (decrease) in reserves	679	1,185
-	Increase (decrease) in investments	-	-
38,746	Total applications of capital funding	34,246	37,558
(8,329)	Surplus (deficit) of capital funding	(8,135)	(9,276)
	Funding balance	-	-



## Ngā wai tuku Water Supply

AP 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
	Sources of operational funding		
225	General rates, uniform annual general charges, rates penalties	225	225
3,510	Targeted rates	3,137	4,196
	Subsidies and grants for operating purposes	-	-
7,994	Fees, charges, and targeted rates for water supply	6,945	8,093
	Internal charges and overheads recovered	-	-
	Local authority fuel tax, fines, infringement fees and other receipts	-	-
11,728	Total operating funding	10,307	12,514
	Applications of operating funding		
6,821	Payments to staff and suppliers	5,765	7,259
637	Finance costs	349	1,178
1,713	Internal charges and overheads applied	1,630	1,364
_	Other operating funding applications	-	-
9,171	Total applications of operating funds	7,744	9,801
2,557	Surplus (deficit) of operating funding	2,563	2,713
	Sources of capital funding		
	Subsidies and grants for capital expenditure	-	-
	Development, financial and other contributions	-	-
	Increase (decrease) in debt	6,630	1,719
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
4,554	Total sources of capital funding	6,630	1,719
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
	- to improve the level of service	9,087	3,291
	- to replace existing assets	4,227	1,517
(968)	Increase (decrease) in reserves	(4,121)	(377)
	Increase (decrease) in investments		
7,112	Total applications of capital funding	9,193	4,432
		(8	10 = 15:
(2,557)	Surplus (deficit) of capital funding	(2,563)	(2,713)
	Funding halange		
	Funding balance	-	-



## Wai pakopako Wastewater

AP		LTP	AP
2022/23 \$000s		2023/24 \$000s	2023/24 \$000s
\$000S	Sources of operational funding	<b>\$0005</b>	\$0005
230	General rates, uniform annual general charges, rates penalties	335	294
	Targeted rates	15,476	15,286
	Subsidies and grants for operating purposes	15,470	13,200
	Fees, charges, and targeted rates for water supply	301	255
	Internal charges and overheads recovered	301	233
	Local authority fuel tax, fines, infringement fees and other receipts	-	-
		16 112	4E 93E
15,167	Total operating funding	16,112	15,835
	Applications of operating funding	_	
9 200	Payments to staff and suppliers	8,093	8,847
	Finance costs	796	1,830
	Internal charges and overheads applied	1,986	2,044
	Other operating funding applications	1,560	2,044
	Total applications of operating funds	10,876	12,721
12,227	Total applications of operating funds	10,870	12,721
2,940	Surplus (deficit) of operating funding	5,236	3,114
	Sources of capital funding	_	
	Subsidies and grants for capital expenditure	-	-
	Development, financial and other contributions	-	-
	Increase (decrease) in debt	6,880	12,509
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
8,323	Total sources of capital funding	6,880	12,509
		_	
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
	- to improve the level of service	10,334	12,281
4,811	- to replace existing assets	2,579	4,455
	Increase (decrease) in reserves	(797)	(1,113)
	Increase (decrease) in investments	-	-
11,263	Total applications of capital funding	12,116	15,623
(2,940)	Surplus (deficit) of capital funding	(5,236)	(3,114)
-	Funding balance	-	-



## Wai āwhā Stormwater

AP		LTP	AP
2022/23 \$000s		2023/24 \$000s	2023/24 \$000s
40003	Sources of operational funding	40003	40003
4.339	General rates, uniform annual general charges, rates penalties	4,270	3,533
	Targeted rates	2,202	2,275
	Subsidies and grants for operating purposes	-	
	Fees, charges, and targeted rates for water supply	-	-
	Internal charges and overheads recovered	-	_
	Local authority fuel tax, fines, infringement fees and other receipts	-	_
	Total operating funding	6,471	5,808
			,
	Applications of operating funding		
3,247	Payments to staff and suppliers	3,389	2,540
137	Finance costs	134	252
1,862	Internal charges and overheads applied	1,843	1,858
-	Other operating funding applications	-	-
5,245	Total applications of operating funds	5,365	4,650
1,115	Surplus (deficit) of operating funding	1,106	1,158
	Sources of capital funding		
	Subsidies and grants for capital expenditure		
	Development, financial and other contributions		
	Increase (decrease) in debt	(489)	5,388
	Gross proceeds from sale of assets	(403)	3,300
	Lump sum contributions	-	
	Total sources of capital funding	(489)	5,388
3,414	Total sources of capital fulluling	(469)	3,360
	Applications of capital funding	_	
	Capital expenditure		
-	- to meet additional demand	-	-
3,635	- to improve the level of service	227	5,613
1,544	- to replace existing assets	1,374	2,137
(650)	Increase (decrease) in reserves	(984)	(1,205)
	Increase (decrease) in investments	-	
4,529	Total applications of capital funding	617	6,546
(1,115)	Surplus (deficit) of capital funding	(1,106)	(1,158)
	For dischalars		
-	Funding balance	-	-



## Mana Whakahaere Para Solid Waste Management

AP		LTP	AP
2022/23 \$000s		2023/24 \$000s	2023/24 \$000s
	Sources of operational funding		
3,790	General rates, uniform annual general charges, rates penalties	4,094	4,263
-	Targeted rates	-	-
-	Subsidies and grants for operating purposes	-	-
1,518	Fees, charges, and targeted rates for water supply	1,191	1,158
-	Internal charges and overheads recovered	-	-
885	Local authority fuel tax, fines, infringement fees and other receipts	220	885
5,833	Total operating funding	5,504	6,306
	Applications of operating funding		
5,083	Payments to staff and suppliers	4,656	5,489
51	Finance costs	33	103
672	Internal charges and overheads applied	739	678
-	Other operating funding applications	-	-
5,806	Total applications of operating funds	5,428	6,269
27	Surplus (deficit) of operating funding	75	37
	Sources of capital funding		
132	Subsidies and grants for capital expenditure	-	-
	Development, financial and other contributions	-	-
636	Increase (decrease) in debt	(152)	215
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
768	Total sources of capital funding	(152)	215
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
1,060	- to improve the level of service	104	474
73	- to replace existing assets	97	78
(338)	Increase (decrease) in reserves	(278)	(303)
	Increase (decrease) in investments	-	-
795	Total applications of capital funding	(77)	250
(27)	Surplus (deficit) of capital funding	(75)	(34)
	Funding balance	-	-



## Ngā whakaurunga o te rohe District Facilities

AP 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
	Sources of operational funding		
4,637	General rates, uniform annual general charges, rates penalties	5,376	5,975
11,299	Targeted rates	11,735	11,981
-	Subsidies and grants for operating purposes	-	38
1,361	Fees, charges, and targeted rates for water supply	1,301	1,366
12	Internal charges and overheads recovered	11	12
105	Local authority fuel tax, fines, infringement fees and other receipts	105	105
17,413	Total operating funding	18,528	19,477
		_	
10.204	Applications of operating funding	0.245	14 727
	Payments to staff and suppliers	9,245	11,727
	Finance costs	786	1,473
	Internal charges and overheads applied	3,178	2,782
	Other operating funding applications	-	-
13,792	Total applications of operating funds	13,209	15,981
3,621	Surplus (deficit) of operating funding	5,319	3,495
	Sources of capital funding	_	
11,302	Subsidies and grants for capital expenditure	-	5,318
-	Development, financial and other contributions	-	-
32,023	Increase (decrease) in debt	4,604	23,685
-	Gross proceeds from sale of assets	-	-
-	Lump sum contributions	-	-
43,326	Total sources of capital funding	4,604	29,003
	Applications of capital funding	_	
	Capital expenditure		
-	- to meet additional demand	-	-
45,187	- to improve the level of service	8,021	31,195
8,810	- to replace existing assets	4,310	8,792
	Increase (decrease) in reserves	(2,407)	(7,050)
	Increase (decrease) in investments	-	-
	Total applications of capital funding	9,923	32,937
(3,621)	Surplus (deficit) of capital funding	(5,320)	(3,495)
(3,021)	Julyius (ucticit) of capital fulfullig	(3,320)	(3,493)
-	Funding balance	-	-

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## Wāhanga āwhina tangata Customer Services

AP 2022/23		LTP 2023/24	AP 2023/24
\$000s		\$000s	\$000s
	Sources of operational funding		
10,205	General rates, uniform annual general charges, rates penalties	10,876	9,687
-	Targeted rates	-	-
-	Subsidies and grants for operating purposes	-	-
423	Fees, charges, and targeted rates for water supply	552	566
3	Internal charges and overheads recovered	3	3
-	Local authority fuel tax, fines, infringement fees and other receipts	18	-
10,632	Total operating funding	11,449	10,256
	Applications of operating funding		
5,563	Payments to staff and suppliers	5,693	5,311
148	Finance costs	117	261
3,517	Internal charges and overheads applied	3,945	3,278
-	Other operating funding applications	-	-
9,228	Total applications of operating funds	9,755	8,849
1,405	Surplus (deficit) of operating funding	1,694	1,407
	Sources of capital funding		
	Subsidies and grants for capital expenditure	-	-
	Development, financial and other contributions	-	-
2,327	Increase (decrease) in debt	1,323	416
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	-	-
2,327	Total sources of capital funding	1,323	416
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand	-	-
2,981	- to improve the level of service	2,050	1,075
407	- to replace existing assets	701	416
344	Increase (decrease) in reserves	266	333
	Increase (decrease) in investments	-	-
3,732	Total applications of capital funding	3,017	1,823
(1,405)	Surplus (deficit) of capital funding	(1,694)	(1,407)
	Funding balance	-	-



## Whakahaere Taiao Environmental Management

AP 2022/23 5000s 2000s 2	ionme	ntai Management		
Sources of operational funding 9,364 General rates, uniform annual general charges, rates penalties 9,365 - Targeted rates - Subsidies and grants for operating purposes - Subsidies and grants for operating purposes - Subsidies and targeted rates for water supply 5,920 17 Internal charges and overheads recovered 7				Д
Sources of operational funding  9,364 General rates, uniform annual general charges, rates penalties  - Targeted rates - Subsidies and grants for operating purposes - 17 Internal charges and overheads recovered - 7 98 Local authority fuel tax, fines, infringement fees and other receipts - 100  16,384 Total operating funding - 11,059 Payments to staff and suppliers - 10,176 - 70 Finance costs - 45 - 4,831 Internal charges and overheads applied - Other operating funding applications - 0 Cother operating funding applications - 15,959 Total applications of operating funding - Subsidies and grants for capital funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - 941 Increase (decrease) in debt - Gross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding - Capital expenditure to meet additional demand to improve the level of service to replace existing assets - 7 - 266 Increase (decrease) in investments - Increase (decrease) in investments				2023/2 \$000
9,364 General rates, uniform annual general charges, rates penalties  - Targeted rates - Subsidies and grants for operating purposes - Subsidies and grants for operating purposes - Fees, charges, and targeted rates for water supply - S,920 - Internal charges and overheads recovered - 7 - 98 Local authority fuel tax, fines, infringement fees and other receipts - 100 - 16,384 Total operating funding - 11,059 Payments to staff and suppliers - 10,176 - 70 Finance costs - 45 - 4,831 Internal charges and overheads applied - Other operating funding applications - 0 Cher operating funding applications - 15,959 Total applications of operating funding - Surplus (deficit) of operating funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - 941 Increase (decrease) in debt - Gross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding - Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets - 1,1366 Total applications of capital funding - Increase (decrease) in investments	7000	Sources of operational funding	+0005	7,00
- Targeted rates - Subsidies and grants for operating purposes - 6,905 Fees, charges, and targeted rates for water supply 5,920 17 Internal charges and overheads recovered 7 98 Local authority fuel tax, fines, infringement fees and other receipts 100 16,384 Total operating funding 15,553	9.364		9,525	9,63
- Subsidies and grants for operating purposes - 6,905 Fees, charges, and targeted rates for water supply - 5,920 - 17 Internal charges and overheads recovered - 7 - 98 Local authority fuel tax, fines, infringement fees and other receipts - 100 - 16,384 Total operating funding - 11,059 Payments to staff and suppliers - 10,176 - 70 Finance costs - 45 - 4,831 Internal charges and overheads applied - Other operating funding applications - 0 Cher operating funding applications - 15,959 Total applications of operating funding - Subsidies and grants for capital funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - 941 Increase (decrease) in debt - Lump sum contributions - 941 Total sources of capital funding - Capital expenditure - to meet additional demand - 1,100 - to improve the level of service - to replace existing assets - 7 - 266 Increase (decrease) in reserves - 1,366 Total applications of capital funding - Increase (decrease) in investments - 1,366 Total applications of capital funding			-	-7
6,905 Fees, charges, and targeted rates for water supply 7 1 Internal charges and overheads recovered 7 98 Local authority fuel tax, fines, infringement fees and other receipts 100 16,384 Total operating funding 11,059 Payments to staff and suppliers 10,176 70 Finance costs 45 4,831 Internal charges and overheads applied 4,988 - Other operating funding applications - 15,959 Total applications of operating funds 15,209  425 Surplus (deficit) of operating funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - 941 Increase (decrease) in debt Cross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding Capital expenditure - to meet additional demand - to improve the level of service - to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments			-	
17 Internal charges and overheads recovered 7 98 Local authority fuel tax, fines, infringement fees and other receipts 100 16,384 Total operating funding 15,553  Applications of operating funding 11,059 Payments to staff and suppliers 10,176 70 Finance costs 45 4,831 Internal charges and overheads applied 4,988 - Other operating funding applications - 15,959 Total applications of operating funding 15,209  425 Surplus (deficit) of operating funding 344  Sources of capital funding Development, financial and other contributions Development, financial and other contributions - 941 Increase (decrease) in debt (183) - Gross proceeds from sale of assets Lump sum contributions - 941 Total sources of capital funding (183)  Applications of capital funding (183)  Applications of capital funding (183)  Applications of capital funding to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in reserves 154 - Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162			5,920	7,5
Applications of operating funding   15,553			7	
Applications of operating funding  11,059 Payments to staff and suppliers 10,176  70 Finance costs 45  4,831 Internal charges and overheads applied 4,988  - Other operating funding applications -  15,959 Total applications of operating funds 15,209  425 Surplus (deficit) of operating funding 344  Sources of capital funding  - Subsidies and grants for capital expenditure Development, financial and other contributions -  941 Increase (decrease) in debt (183)  - Gross proceeds from sale of assets Lump sum contributions -  941 Total sources of capital funding (183)  Applications of capital funding  Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7  266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162	98	Local authority fuel tax, fines, infringement fees and other receipts	100	1
11,059 Payments to staff and suppliers 70 Finance costs 45 4,831 Internal charges and overheads applied 4,988 - Other operating funding applications - 15,959 Total applications of operating funds 15,209  425 Surplus (deficit) of operating funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - Increase (decrease) in debt - Capital sources of capital funding - Sumplus contributions - Total sources of capital funding - Capital expenditure - to meet additional demand - 1,100 - to improve the level of service - to replace existing assets - Increase (decrease) in reserves - Increase (decrease) in reserves - Increase (decrease) in reserves - Increase (decrease) in investments	16,384	Total operating funding	15,553	17,3
11,059 Payments to staff and suppliers 70 Finance costs 45 4,831 Internal charges and overheads applied 4,988 - Other operating funding applications - 15,959 Total applications of operating funds 15,209  425 Surplus (deficit) of operating funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - Increase (decrease) in debt - Capital sources of capital funding - Sumplus contributions - Total sources of capital funding - Capital expenditure - to meet additional demand - 1,100 - to improve the level of service - to replace existing assets - Increase (decrease) in reserves - Increase (decrease) in reserves - Increase (decrease) in reserves - Increase (decrease) in investments				
70 Finance costs 45 4,831 Internal charges and overheads applied 4,988 - Other operating funding applications - 15,959 Total applications of operating funding 15,209  425 Surplus (deficit) of operating funding 344  Sources of capital funding Subsidies and grants for capital expenditure Development, financial and other contributions - 941 Increase (decrease) in debt (183) - Gross proceeds from sale of assets Lump sum contributions - 941 Total sources of capital funding (183)  Applications of capital funding (183)  Applications of capital funding (183)  Applications of capital funding to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162				
4,831 Internal charges and overheads applied  Other operating funding applications  Total applications of operating funds  15,959 Total applications of operating funds  Surplus (deficit) of operating funding  Sources of capital funding  Subsidies and grants for capital expenditure  Development, financial and other contributions  Increase (decrease) in debt  Gross proceeds from sale of assets  Lump sum contributions  Total sources of capital funding  Capital expenditure  - to meet additional demand  1,100 to improve the level of service  - to replace existing assets  Increase (decrease) in reserves  Increase (decrease) in reserves  Increase (decrease) in investments  - Increase (decrease) in investments  - Increase (decrease) in investments  - Increase (decrease) in investments			,	12,6
- Other operating funding applications - 15,959 Total applications of operating funds - 15,959 Total applications of operating funds - 15,009  425 Surplus (deficit) of operating funding - Subsidies and grants for capital expenditure - Development, financial and other contributions - Oevelopment, financial expenditure - Oevelo				1
15,959 Total applications of operating funds  425 Surplus (deficit) of operating funding  Sources of capital funding  Subsidies and grants for capital expenditure  Development, financial and other contributions  Gross proceeds from sale of assets  Lump sum contributions  41 Total sources of capital funding  Capital expenditure  10 to meet additional demand  11,100 to improve the level of service  12 to replace existing assets  13 total applications of capital funding  Capital expenditure  10 to replace existing assets  10 to replace existing assets  11,366 Total applications of capital funding  162			4,988	4,0
Sources of capital funding  - Subsidies and grants for capital expenditure - Development, financial and other contributions - Gross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding  Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets - Increase (decrease) in reserves - Increase (decrease) in investments - 1,366 Total applications of capital funding  Total sources of capital funding - Capital expenditure to meet additional demand			-	
Sources of capital funding  - Subsidies and grants for capital expenditure  - Development, financial and other contributions  - 941 Increase (decrease) in debt  (183)  - Gross proceeds from sale of assets  - Lump sum contributions  - 941 Total sources of capital funding  Capital expenditure  - to meet additional demand  - 1,100 - to improve the level of service  - to replace existing assets  7 266 Increase (decrease) in reserves  - Increase (decrease) in investments  - 1,366 Total applications of capital funding  1 162	15,959	Total applications of operating funds	15,209	16,8
- Subsidies and grants for capital expenditure - Development, financial and other contributions - 941 Increase (decrease) in debt (183) - Gross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding (183)  Applications of capital funding Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162	425	Surplus (deficit) of operating funding	344	4
- Development, financial and other contributions  941 Increase (decrease) in debt  Gross proceeds from sale of assets  - Lump sum contributions  941 Total sources of capital funding  Capital expenditure  - to meet additional demand  - to improve the level of service  - to replace existing assets  7 266 Increase (decrease) in reserves  1,366 Total applications of capital funding  1,366 Total applications of capital funding  1 (183)		Sources of capital funding	_	
941 Increase (decrease) in debt (183)  - Gross proceeds from sale of assets Lump sum contributions -  941 Total sources of capital funding (183)  Applications of capital funding  Capital expenditure  - to meet additional demand -  1,100 - to improve the level of service to replace existing assets 7  266 Increase (decrease) in reserves 154  - Increase (decrease) in investments -  1,366 Total applications of capital funding 162	-	Subsidies and grants for capital expenditure	-	
- Gross proceeds from sale of assets - Lump sum contributions - 941 Total sources of capital funding  Applications of capital funding  Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162	-	Development, financial and other contributions	-	
- Lump sum contributions - 941 Total sources of capital funding (183)  Applications of capital funding Capital expenditure to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162	941	Increase (decrease) in debt	(183)	(2
941 Total sources of capital funding  Applications of capital funding  Capital expenditure  to meet additional demand	-	Gross proceeds from sale of assets	-	
Applications of capital funding  Capital expenditure  to meet additional demand	-	Lump sum contributions	-	
Capital expenditure  - to meet additional demand - 1,100 - to improve the level of service - to replace existing assets 7 266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162	941	Total sources of capital funding	(183)	(2
to meet additional demand - 1,100 - to improve the level of service to replace existing assets 7  266 Increase (decrease) in reserves 154 - Increase (decrease) in investments - 1,366 Total applications of capital funding 162		Applications of capital funding	_	
1,100 - to improve the level of service to replace existing assets 7  266 Increase (decrease) in reserves 154 - Increase (decrease) in investments -  1,366 Total applications of capital funding 162		Capital expenditure		
to replace existing assets 7  266 Increase (decrease) in reserves 154 - Increase (decrease) in investments -  1,366 Total applications of capital funding 162	-	- to meet additional demand	-	
266 Increase (decrease) in reserves 154 - Increase (decrease) in investments -  1,366 Total applications of capital funding 162	1,100	- to improve the level of service	-	
- Increase (decrease) in investments - 1,366 Total applications of capital funding 162	-	- to replace existing assets	7	
1,366 Total applications of capital funding 162	266	Increase (decrease) in reserves	154	2
		Increase (decrease) in investments	-	
(425) Surplus (deficit) of capital funding (344)	1,366	Total applications of capital funding	162	2
	(425)	Surplus (deficit) of capital funding	(344)	(44
- Funding balance -	-	Funding balance	-	

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## Rautaki me ngā kaupapa here Strategic Planning and Policy

AP		LTP	AP
2022/23		2023/24	2023/24
\$000s	Common of an analysis of four disc.	\$000s	\$000s
0.005	Sources of operational funding	0.720	10.500
	General rates, uniform annual general charges, rates penalties	9,728	10,588
	Targeted rates	-	-
	Subsidies and grants for operating purposes	-	-
	Fees, charges, and targeted rates for water supply	-	-
	Internal charges and overheads recovered	-	-
75	Local authority fuel tax, fines, infringement fees and other receipts	75	75
9,980	Total operating funding	9,803	10,663
	Applications of operating funding		
7,771	Payments to staff and suppliers	7,838	8,551
2	Finance costs	3	5
2,180	Internal charges and overheads applied	1,925	2,082
-	Other operating funding applications	-	-
9,954	Total applications of operating funds	9,766	10,638
26	Surplus (deficit) of operating funding	37	25
	Sources of capital funding		
-	Subsidies and grants for capital expenditure	-	-
-	Development, financial and other contributions	-	-
	Increase (decrease) in debt	(23)	(20)
	Gross proceeds from sale of assets	-	-
	Lump sum contributions	_	-
	Total sources of capital funding	(23)	(20)
(=:)	Total Sources of capital fallaling	(23)	(20)
	Applications of capital funding		
	Capital expenditure		
	- to meet additional demand		
		-	
	- to improve the level of service	-	
	- to replace existing assets	-	- (24)
	Increase (decrease) in reserves	14	(21)
	Increase (decrease) in investments	-	-
6	Total applications of capital funding	14	(21)
(26)	Surplus (deficit) of capital funding	(37)	(41)
	Funding balance	-	-



## Mana kāwanatanga Governance and Strategic Administration

31 17 61 17 6	e and cordecyre manninger deren		
AP 2022/23 \$000s		LTP 2023/24 \$000s	A 2023/2 \$000
	Sources of operational funding		
6,748	General rates, uniform annual general charges, rates penalties	7,175	8,56
-	Targeted rates	-	
85	Subsidies and grants for operating purposes	40	4
1,049	Fees, charges, and targeted rates for water supply	945	1,0
65	Internal charges and overheads recovered	65	(
1,300	Dividend	1,300	1,3
9,247	Total operating funding	9,525	11,0
	Applications of operating funding		
24 898	Payments to staff and suppliers	23,686	27,4
(944)		(207)	(1,58
	Internal charges and overheads applied	(18,501)	(17,42
(17,330)	Other operating funding applications	(10,501)	(17,72
6 364	Total applications of operating funds	4,978	8,4
0,501	Total applications of operating rands	4,570	0,1
2,883	Surplus (deficit) of operating funding	4,547	2,5
-	Sources of capital funding	_	_
-	Subsidies and grants for capital expenditure	-	
-	Development, financial and other contributions	-	
2,274	Increase (decrease) in debt	799	7
-	Gross proceeds from sale of assets	-	
-	Lump sum contributions	-	
2,274	Total sources of capital funding	799	7
	Applications of capital funding	_	
	Capital expenditure		
-	- to meet additional demand	_	
1,641	- to improve the level of service	1,332	1,2
3,151	- to replace existing assets	1,139	1,5
· · · · · · · · · · · · · · · · · · ·	Increase (decrease) in reserves	2,876	5
	Increase (decrease) in investments	-	
	Total applications of capital funding	5,346	3,3
(2,883)	Surplus (deficit) of capital funding	(4,547)	(2,55
	Funding holongs		
-	Funding balance	-	

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## Statement of intent Far North Holdings Limited

Far North Holdings Limited (FNHL) is a Council Controlled Trading Organisation that develop and manage assets and commercial trading on behalf of Council. FNHL manage a diverse range of district assets to provide employment, economic, cultural and social outcomes to support the growth in the Far North District.

As Council's commercial trading organisation, FNHL exists to:

- Manage, operate and develop commercial and infrastructure assets within its ownership in a commercial manner, or under the terms of any management agreement entered into;
- Plan, facilitate and secure commercial outcomes and investment in its area of influence that support economic growth of the Far North District for the betterment of the district, in a socially and environmentally responsible way;
- Create profits for its Shareholder and improve the Shareholder's asset value.

#### Objective

As FNDC's commercial vehicle, FNHL will grow the value of shareholder funds, the return to FNDC over time and actively manage, develop and maintain regional infrastructure and assets and contribute to the four aspects of well-being in the communities in which we operate. We will achieve these objectives by undertaking the following actions:

- Achieve sustainable, commercial returns from our combined asset portfolio to facilitate dividends to our shareholder;
- Sustainably manage and maintain core community infrastructure and assets, in a socially and environmentally responsible manner which reflects and accommodates the interests of our stakeholders and communities when we are able to do so;
- Deliver growth by identifying opportunities for investment and improved profitability, including development of a housing portfolio that helps to address community housing needs and consideration of opportunities proposed by FNDC;
- Actively manage marine assets and infrastructure to support growth of the Bay of Islands Marina, the associated marine economy, and address climate change and environmental impacts;
- Continue to develop the Ngāwhā Innovation & Enterprise Park (Stage one) to provide employment and skills-based training opportunities for our District and seek to attract value added manufacturing and processing business that will generate further employment opportunities;

- Be a good employer by doing the right thing by employees; and
- Using its portfolio: the Bay of Islands Airport, Bay of Islands Marina and the Ngāwhā Innovation & Enterprise Park, the company will look to maximise opportunities to attract high quality capital and investment into the region to support FNDC's goal of sustainable prosperity.

#### Policies relating to ownership and control

- Council is the sole shareholder of FNHL and return on investment is by way of annual dividends to FNDC.
- Through the annual Statement of Intent, FNDC establishes broad parameters for the company's operations without inhibiting proper commercial management.

#### Structure

FNHL is an independent professional Board of Directors. appointed by Council:

- William Birnie (Chairperson)
- · Hon Murray McCully
- · Sarah Petersen
- Kevin Drinkwater
- Nicole Anderson

## **Key performance measures**

Strategic focus	Objectives	2023/24	2024/25	2025/26
	Create value for ratepayers by increasing shareholder funds	Grow shareholder funds by >\$10 million	Grow shareholder funds by >\$5 million	Grow shareholder funds by >\$5 million
	Ratio of consolidated shareholder funds (defined as total equity) to total assets	Must exceed 50%	Must exceed 50%	Must exceed 50%
<b>Financial</b> "Achieve	Effective financial management to deliver profitability	Operating profit >\$1 million	Operating profit > \$2 million	Operating profit > \$3 million
sustainable commercial returns"	Return profit to FNDC by way of dividend, in line with dividend policy	Dividend payable > \$500,000	Dividend payable > \$1.0 million	Dividend payable > \$1.5 million
	Regular risk assessments undertaken and reported to FNDC, identifying key organisational risks and mitigants	6 monthly report submitted	6 monthly report submitted	6 monthly report submitted
	Comply with banking covenants	To achieve	To achieve	To achieve
	To make safety our priority to ensure health, safety and wellbeing of all employees and contractors in the Group	Health & Safety improvement plan in place, and being actioned	Health & Safety improvement plan in place, and being actioned	Health & Safety improvement plan in place, and being actioned
<b>People</b> "Be a good employer"	Comply with our living wage policy for all permanent employees	To achieve	To achieve	To achieve
	Directors to make an effective contribution to the Board, with conduct in accordance with generally accepted standard	External Board effectiveness review	Board self-evaluation and report to FNDC	External Board effectiveness review
	Commit to tangible action to measure climate impact and target reductions based on best practice	Baseline measures determined to quantify and measure climate impact	Baseline measures reported, with climate impact improvement plan in place	Baseline measures reported, with climat impact improvement plan in place
	Ngāwhā Innovation & Enterprise Park to achieve best practice environmental standards	Environmental outcome measures defined as a baseline and reporting commences	Annual report of environmental measures against baseline	Annual report of environmental measures against baseline
<b>Sustainability</b> "Undertake	Achieve and maintain Clean Marina certification	To achieve	To achieve	To achieve
sustainable investment and management for the benefit of future generations"	Meet or exceed all environmental obligations required under resource consents issued to the company, and address any notices received from environmental regulators promptly or within specified timeframes	To achieve	To achieve	To achieve
	Ensure that asset insurance revaluations are undertaken every two years and that a 'Total Probable Loss' exercise be undertaken at least once in every four years	Asset insurance revaluation undertaken	-	Asset insurance revaluation undertaken estimate Total Probable Loss from a disaster even

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Strategic focus	Objectives	2023/24	2024/25	2025/26
	Encourage positive relationships with the community by having transparent engagement policies and monitoring key stakeholder perceptions	Stakeholder perceptions survey	Stakeholder perceptions survey	Stakeholder perceptions survey
Community	Ngāwhā Innovation & Enterprise Park developed to grow economic and employment opportunities in the Far North	5 businesses based at Ngāwhā Innovation & Enterprise Park	8 businesses based at Ngāwhā Innovation & Enterprise Park	8+ businesses based at Ngāwhā Innovation & Enterprise Park
"Create economic and housing opportunities, with improving engagement and communication"	Encourage positive and meaningful relationships with Māori by supporting project delivery or building long-term relationships if suitable opportunities or commercial ventures arise	3+ projects / relationships	5+ projects / relationships	5+ projects / relationships
	Identify opportunities to deliver social housing to meet local needs in partnership with Community Housing Providers (CHP's)	Develop at least 50 housing units	Deliver at least 75 housing units (subject to funding availability)	Deliver >75 housing units (subject to funding availability)
	Civil Aviation Authority Certification maintained for the BOI Airport to support regional tourism and business visitors	To achieve	To achieve	To achieve

### NOTE

FNHL's statement of intent is in draft format only and is a seperate agenda item for the 29 June 2023 council meeting.

## Statement of intent Northland Inc.

 $Northland\ Inc.\ statement\ of\ intent\ will\ be\ published\ separately\ and\ made\ available\ on\ the\ council\ website\ .$ 



## Annual Plan disclosure statement for year ending 30 June 2024

The purpose of this statement is to disclose Council's planned financial performance in relation to various benchmarks to enable the assessment of whether Council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

Council is required to include this statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014. Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Benchmark	Target	Planned	Met
Rates affordability benchmarks			
Income	Rates will not exceed 90% of income	81.55%	Yes
Increase	Increase will not exceed LGCI +3.5% which equals 6.0% for this year	6.78%	No
Debt affordability benchmarks	Debt to not exceed 175% of revenue excluding capital income	70.5%	Yes
Balanced budget benchmark	100%	103.92%	Yes
Essential services benchmark	100%	183.66%	Yes
Debt servicing benchmark	10%	3.12%	Yes

#### Notes

#### Rates affordability benchmarks

For this benchmark:

- Council's planned rates income for the year is compared with a quantified limit on rates contained in the financial strategy included in Council's AP 2023/24. The limit is that rate income must not exceed 90% of revenue; and
  - a. Council's planned rates increases for the year are compared with a quantified limit on rates increases for the year contained in the financial strategy included in Council's AP 2023/24. The limit is that the increase will not be more than LGCI plus 3.5%.
- 2. Council meets the rates affordability benchmark if
  - a. its planned rates income for the year equals or is less than each quantified limit on rates; and
  - its planned rates increases for the year equal or are less than each quantified limit on rates increases.

## Debt affordability benchmark

- For this benchmark, Council's planned borrowing is compared with a quantified limit on borrowing contained in the financial strategy included in Council's AP 2023/24. The limit is that debt will not be greater than 175% of revenue excluding capital revenue.
- Council meets the debt affordability benchmark if its planned borrowing is within each quantified limit on borrowing.

#### **Balanced budget benchmark**

- For this benchmark, Council's planned revenue (excluding development contributions, vested assets, financial contributions, gains on derivative financial instruments, and revaluations of property, plant, or equipment) is presented as a proportion of its planned operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).
- Council meets the balanced budget benchmark if its revenue equals or is greater than its operating expenses.

#### **Essential services benchmark**

- For this benchmark, Council's planned capital expenditure on network services is presented as a proportion of expected depreciation on network services.
- Council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.

#### **Debt servicing benchmark**

- For this benchmark, Council's planned borrowing costs are presented as a proportion of planned revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).
- Because Statistics New Zealand projects that Council's population will grow slower than the national population growth rate, it meets the debt servicing benchmark if its planned borrowing costs equal or are less than 10% of its planned revenue.

## Forecast financial statements

## Prospective statement of comprehensive revenue and expense for the year ending 30 June 2024

AP 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
	Revenue		
58,466	Rates - general	60,696	62,743
3,510	Rates - targeted water	3,137	4,196
33,723	Rates - targeted excluding water	34,444	35,479
2,063	Rates - penalties	2,063	2,063
19,907	Fines, fees and charges	17,936	20,844
15,800	Subsidies operational	14,923	14,923
35,054	Subsidies capital	20,239	27,795
-	Other contributions	-	-
1,978	Other income	1,152	1,985
1,300	Dividends	1,300	1,300
171,801	Total comprehensive revenue	155,891	171,330
	Expenses		
36,121	Personnel costs	33,678	38,203
41,017	Depreciation and amortisation expense	46,013	45,480
2,688	Finance costs	2,746	5,409
74,615	Other expenses	70,170	75,698
154,442	Total operating expenses	152,607	164,790
17,359	Net operating surplus / (deficit)	3,283	6,539
	Other comprehensive revenue and expenses		
	Surplus / (deficit) attributable to:		
17,359	Far North District Council	3,283	6,539
	Items that will not be reclassified to surplus		
72,508	Gains / (loss) on asset revaluations	60,481	115,898
72,508	Total other comprehensive revenue and expense	60,481	115,898
89,867	Total comprehensive revenue	63,764	122,437

Depreciation in the statement of financial performance differs from the depreciation shown in the funding impact statement reconciliation as depreciation on corporate activities is allocated to the activities and forms part of the direct and indirect costs.

## Prospective statement of changes in equity

for the year ending 30 June 2024

AP 2022/23 \$000s	Revised 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
2,233,046	2,321,561	Opening balance	2,214,776	2,486,879
89,868	165,317	Total comprehensive income	63,764	122,437
2,322,915	2,486,879	Closing balance	2,278,540	2,609,315



## Prospective statement of financial position as at 30 June 2024

AP 2022/23 \$000s	Revised 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
		Public equity		
765,525	962,852	Other reserves	753,897	1,078,750
14,127	13,792	Restricted reserves	10,227	13,791
1,543,263	1,510,235	Retained earnings	1,514,417	1,516,774
2,322,915	2,486,879	Total public equity	2,278,541	2,609,315
		Current assets		
44,082	5,582	Cash and cash equivalents	38,077	13,358
40,042	33,151	Trade and other receivables	45,048	34,544
- 4.42	-	Other financial assets	- 420	-
143	141	Inventories	130	141
84,267	38,874	Total current assets	83,256	48,043
		Non-current assets		
1 401	2 224	Other financial assets	823	2 224
1,481 566	2,234	Forestry	729	2,234
11,591	11,902	Intangible assets	11,719	13,945
18,000	18,000	Investments in subsidiaries	18,000	18,000
- 10,000	-	Derivative financial instruments	-	10,000
2,416,941	2,575,504	Property, plant and equipment	2,406,606	2,739,306
2,448,579	2,608,103	Total non-current assets	2,437,877	2,773,952
	_,000,100			_,,,,,,,,
2,532,846	2,646,977	Total assets	2,521,133	2,821,995
		Current liabilities		
35,351	25,558	Trade and other payables	25,972	26,632
26,000	10,000	Borrowings	6,500	10,000
11	183	Provisions	11	1,846
	-	Financial guarantee liabilities	-	-
2.062	- 2.062	Derivative financial instruments	2.645	2 100
2,862	3,062	Employee benefits	2,615	3,190
64,223	38,803	Total current liabilities	35,097	41,668
20,044	71	Working capital	48,159	6,375
20,011		tronking capital	40,133	0,373
		Non-current liabilities		
145,326	119,560	Borrowings	207,221	169,833
-	-	Trade and other payables	-	-
		Derivative financial instruments	_	_
	_	Employee benefits		-
381	1,736	Provisions	274	1,177
145,707	121,296	Non-current liabilities	207,495	171,010
				,
209,930	160,099	Total liabilities	242,592	212,678
2,322,915	2,486,879	Net assets	2,278,541	2,609,315

## Prospective statement of cash flows for the year ending 30 June 2024

AP 2022/23 \$000s		LTP 2023/24 \$000s	AP 2023/24 \$000s
	Operating activities		
	Cash was provided from:		
107,621	Rates	109,199	114,489
47,254	Other income	46,376	57,630
1,405	Interest and dividends	1,405	1,405
156,280		156,980	173,525
	Cash was applied to:		
112,854	Supply of goods, services and employees	105,329	112,539
2,688	Interest paid	2,746	5,409
55	Fringe benefit tax paid	56	84
115,598		108,131	118,033
40,683	Net cash inflows / (outflows) from operating activities	48,849	55,492
	Financing activities		
	Cash was provided from:		
84,819	Borrowing	48,672	73,903
84,819		48,672	73,903
	Cash was applied to:		
11,037	Borrowing	15,218	11,118
11,037		15,218	11,118
73,782	Net cash inflows / (outflows) from financing activities	33,455	62,785
	Investing activities		
	Cash was provided from:		
	Cash was applied to:		
129,953	Purchase and development of property, plant and equipment	79,154	110,503
	Investment in subsidiary	-	-
129,953		79,154	110,503
(129,953)	Net cash inflows / (outflows) from investing activities	(79,154)	(110,503)
(15,489)	Net increase / (decrease) in cash flows	3,150	7,776
	**	_	
	Net cash position		
59,571	Cash and cash equivalents opening balance 1 July 2023	34,928	5,582
44,082	Less cash and cash equivalents closing balance 30 June 2024	38,077	13,358
(15,489)	Cash movements for the year	3,150	7,776



### **Reserve balances**

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Revaluation reserves		
Opening balance	691,057	816,869
Appropriations	60,481	259,144
Closing balance	751,538	1,076,013
Fair value through equity reserve		
Opening balance	49	40
Closing balance	49	40
Capital reserve	_	
Opening balance	2,697	2,697
Closing balance	2,697	2,697
Cook floor body		
Cash flow hedge reserve	(2.07)	
Opening balance	(387)	-
Closing balance	(387)	-
General separate fund		_
Opening balance	5,497	2,738
Appropriations	595	1,974
Withdrawals	_	-
Closing balance	6,092	4,712
Special fund	_	_
Opening balance	4,859	4,936
Appropriations	4,037	-,,,,,,,,,
Withdrawals		_
Closing balance	4,859	4,936
Amonity dovolonment fund	_	
Amenity development fund Opening balance	238	385
Appropriations	230	303
Withdrawals		
Closing balance	238	385
Crosing balance	230	363
Community services fund		
Opening balance	(962)	3,758
Appropriations		-
Withdrawals	-	-
Closing balance	(962)	3,758

	LTP 2023/24 \$000s	AP 2023/24 \$000s
Development contributions		
Opening balance	(16,934)	(16,934)
Appropriations	-	-
Withdrawals	-	-
Closing balance	(16,934)	(16,934)
Open spaces development contr	ibutions	
Opening balance	(3,721)	(3,721)
Appropriations	-	-
Withdrawals	-	-
Closing balance	(3,721)	(3,721)
Depreciation reserve		_
Opening balance	44,268	87,751
Appropriations	46,013	23,579
Withdrawals	(53,799)	(34,366)
Closing balance	36,482	76,964
Closing balance	30,482	70,904
Retained earnings		
Opening balance	1,485,710	1,418,227
Retained earnings generated	10,474	34,686
Retained earning generated Opex	-	
Withdrawals	-	
Closing balance	1,496,184	1,452,913
_		
Emergency event reserve		
Opening balance	3,196	7,304
	37.30	7,00
Appropriations	-	
Withdrawals	-	
	3,196	-
Withdrawals Closing balance	-	
Withdrawals Closing balance Mineral survey reserve	3,196	7,304
Withdrawals Closing balance Mineral survey reserve Opening balance	-	7,304
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations	3,196	7,304
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations Withdrawals	3,196 50	<b>7,30</b> 4
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations	3,196	<b>7,30</b> 4
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations Withdrawals	3,196 50	<b>7,304</b> 50
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations Withdrawals Closing balance	3,196 50	<b>7,304</b> 50
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations Withdrawals Closing balance Property disposal reserve	- - 3,196 50 - - 50	<b>7,304</b> 50
Withdrawals Closing balance Mineral survey reserve Opening balance Appropriations Withdrawals Closing balance  Property disposal reserve Opening balance	- - 3,196 50 - - 50	7,304  7,304  50

# Funding impact statement - rates

### Rates for 2023/24

This portion of the funding impact statement has been prepared in two parts. The first part outlines the rating methodologies and differentials which Council has used to set the rates for the 2023/24 rating year. The second part outlines the rates for the 2023/24 year.

### **General** rate

General rates are set on the basis of land value to fund Councils' general activities. This rate is set on a differential basis as described below.

The general rate differentials are generally based on the land use as defined by Council's valuation service provider and included in the rating information database (RID). The differentials are set out in the following table. (Local Government (Rating) Act 2002, Sections 13(2) (b) and 14 and Schedule 2 Clause 1)

### General rate differential categories

Differential	Basis	Description	Land use codes
General	100%	These are rating units which have a non-commercial use based on their actual use as defined by their land use code. (Note: in certain circumstances land with a commercial land use may be treated as general if the ratepayer demonstrates to Council's satisfaction that the actual use is not commercial.)	00, 01, 02, 09, 10 to 17, 19 to 29, 90, 91, 92 and 97-99 (93 - 96 may also be treated as general if the actual use of the land is not commercial)
Commercial	275%	These are rating units which have some form of commercial or industrial use or are used primarily for commercial purposes as defined by their land use codes. (Note: in certain circumstances land with a general land use code may be treated as commercial if the actual use of the entire rating unit is commercial in nature.)	03, 04, 05, 06, 07, 08, 18, 30 to 89, 93, 94, 95 and 96
Mixed use	Mixed use may apply where two different uses take place on the rating unit and where each use would be subject to a different differential. In these circumstances Council may decide to split the rating unit in to two divisions for rating purposes and apply the appropriate differential to each part. (Local Government (Rating) Act 2002 Section 27(5))		

Council retains the right to apply a different differential where it can be demonstrated, to its satisfaction, that the actual use of the entire rating unit differs from that described by the current land use code. For more information, refer to the section 'Notes in relation to land use differentials'.

# Uniform annual general charge (UAGC)

The UAGC rate is set on the basis of one charge assessed in respect of every separately used or inhabited part (SUIP) on every rateable rating unit. This rate will be set at a level designed to ensure that the total of the UAGC and certain targeted rates set on a uniform basis do not exceed the allowable maximum of 30%. The total of the UAGC and applicable uniform targeted rates for the 2023/24 year is 16.13%. (Local Government (Rating) Act 2002, Section 15 and 21)

### **Roading rate**

Council has two targeted roading rates to fund a portion of the costs of its roading activities.

- A targeted rate on the basis of a fixed amount of \$100 assessed on every SUIP (on every rateable rating unit) to fund part of the costs of roading. (Local Government (Rating) Act 2002 Section 16 and Schedule 3 Clause 7)
- A targeted rate assessed on the basis of land value to fund 10% of the balance of the roading activity not funded by
  the uniform roading rate. The remaining 90% is funded from the general rate. This rate is set on a differential basis
  according to land use as described below. (Local Government (Rating) Act 2002 Sections 16 and 17 and Schedule 2
  Clause 1 and Schedule 3 Clause 3)

A targeted rate assessed on the basis of land value to fund 10% of the balance of the roading activity not funded by the uniform roading rate. The remaining 90% is funded from the general rate. This rate is set on a differential basis according



to land use as described below. (Local Government (Rating) Act 2002 Sections 16 and 17 and Schedule 2 Clause 1 and Schedule 3 Clause 3)

The roading rate differentials are:

### **Roading rate differential categories**

Differential	Share	Description	Land use codes
Residential	29%	Rating units which have residential land uses or are used primarily for residential purposes	09, 90, 91, 92 and 97 - 99 (93 - 96 may also be treated as residential if the actual use is residential in nature)
Lifestyle	20%	Rating units which have lifestyle land uses	02 and 20 - 29
Commercial	7%	Rating units which have some form of commercial land use or are used primarily for commercial purposes	03 - 06, 08, 30 - 39, 40 - 49, 50-59, 60-69, 80-89, (93 - 96 may also be treated as commercial if the actual use is commercial in nature)
Industrial	2%	Rating units which have some form of industrial land use or are used primarily for industrial purposes	07 and 70 - 79
Farming general	16%	Rating units which have some form of primary or farming land use or are used primarily for farming purposes other than land used for dairy or horticulture	01, 10, 12-14, 16, 19
Horticulture	1%	Rating units which have horticultural, market garden or other similar land uses	15
Dairy	7%	Rating units which have dairy land uses	11
Forestry	13%	Rating units which have forestry land uses but exclude land which is categorised under the valuer general's rules as indigenous forests or protected forests of any type	17
Mining / quarry	4%	Rating units which have mining or quarry land uses	18
Other	1%	Rating units where the defined land use is inconsistent or cannot be determined	

Council retains the right to apply a different differential where it can be demonstrated, to its satisfaction, that the actual use of the entire rating unit differs from that described by the current land use code.

For more details, refer to the section 'Notes to land use differentials'.

### Ward rate

A ward targeted rate is set on the basis of a fixed amount assessed on every SUIP to fund urban, recreational and other local services and activities within the three wards of the district.

The ward rate is set on a differential basis according to the ward in which the rating unit is located as described below. (Local Government (Rating) Act 2002 Sections 16 and 17 and Schedule 2 Clause 6 and Schedule 3 Clause 7)

# Ward rate differential categories

Differential	Basis	Description
Te Hiku ward	33%	All rateable rating units within the Te Hiku ward
Bay of Islands-Whangaroa ward	45%	All rateable rating units within the Bay of Islands–Whangaroa ward
Kaikohe-Hokianga ward	22%	All rateable rating units within the Kaikohe-Hokianga ward

### Stormwater rate

This rate is to fund specific stormwater capital developments within urban communities across the district. This rate is set in two categories with no general or commercial differentials:

• 10% to be funded from the general rates and the remaining 90% is to be targeted to urban areas on the basis of capital value on every rateable property within the following communities – refer rating area maps. (Local Government (Rating) Act 2002 Sections 16, 17 and 18 Schedule 2 Clauses 1 and 6)

### Stormwater rating areas

Ahipara	Haruru Falls	Kaikohe	Kawakawa
Awanui	Hihi	Kaimaumau	Karikari communities
East Coast	Houhora / Pukenui	Kaitāia	Kerikeri / Waipapa
Kohukohu	Ōkaihau	Paihia / Te Haumi	Taupō Bay
Moerewa	Ōpononi / Ōmāpere	Rāwene	Tauranga Bay
Ngāwhā	Ōpua / Okiato	Russell	Whangaroa / Kāeo

### Paihia central business district development rate

Council has set a targeted rate on a differential basis of a fixed amount assessed on every SUIP to fund improvements to the Paihia central business area. The rated area includes rating rolls 00221, 00223, 00225 and 00227, but excludes any rating units in those rolls that were previously being charged the Kerikeri mainstreet rate – refer rating area map 4. (Local Government (Rating) Act 2002 Sections 16 and 17 Schedule 2 Clauses 1 and 6 and Schedule 3 Clause 7)

### Paihia central business district development rate differential categories

Differential	Basis	Description
General	Per SUIP	All rating units which are assessed the general rate – general differential
Commercial	Per SUIP	All rating units which are assessed the general rate – commercial differential

### Kaitāia business improvement district rate

This targeted rate is set to support the Kaitāia business improvement district (KBID). Council has a memorandum of understanding with the Business Association for them to undertake agreed improvement works to be funded by the targeted rate. This rate is set on the basis of land value assessed overall rating units which are assessed the general rate – commercial differential within the defined rating area within the Kaitāia Township. Refer rating area maps. (Local Government (Rating) Act 2002, Sections 16 and 17 and Schedule 3 Clause 3)

# **Hupara Road sealing rate**

This targeted rate is set to fund the partial sealing of Hupara Road at Pakaraka. This rate is set on the basis of a fixed amount assessed on every SUIP within the defined rateable area – refer rating area maps on our website for details. (Local Government (Rating) Act 2002, Section 16 and 17, Schedule 2(6) and Schedule 3 Clause 7)

### Sewerage rates

There are a number of targeted rates set to fund the provision and availability of sewerage services. These rates are designed to separately fund the costs associated with each wastewater scheme. Council's approach is that each scheme will pay its own interest and depreciation costs through the use of separate targeted capital rates, whereas the operating costs is funded on the basis of a district-wide operating rate. In addition, a uniform public good rate is to be charged per rating unit.

### Capital rates (Set on a scheme by scheme basis)

Capital differential rate: Capital rates are set on a scheme by scheme basis to fund the interest and depreciation costs associated with the provision of sewerage services to each of the District's 16 separate sewerage schemes set out below. These rates are set differentially on the basis of the provision or availability of service as set out below. (Local Government (Rating) Act 2002, Section 16, 17 and 18 and Schedules 2 Clause 5 and Schedule 3 Clause 7)

# Sewerage schemes

Ahipara	Hihi	Kaikohe	Kawakawa	Kohukohu	Paihia	Rāwene	Whangaroa
East Coast	Kāeo	Kaitāia and Awanui	Kerikeri	Ōpononi	Rangiputa	Russell	Whatuwhiwhi



### Sewerage capital rate differential categories

Differential	Basis	Description
Connected	100%	Per SUIP connected, either directly or indirectly, to any of the District's public reticulated wastewater disposal systems
Availability	100%	Per rating unit that is capable of being connected to a public reticulated wastewater disposal system, but is not so connected <sup>1</sup>

Additional pan rate: In addition to the differential rate, where the total number of water closets or urinals connected either directly or indirectly in a rating unit exceeds two per SUIP an additional targeted rate will be assessed in respect of the third and every subsequent water closet or urinal (pan) in the rating unit after the first two per SUIP set at 60% of the differential rate value. (Local Government (Rating) Act 2002, Section 16 and 17, Schedule 2 Clauses 1 and 5, Schedule 3 Clauses 7 and 12)<sup>2</sup>

### Sewerage public good charge

A charge of \$15 on every rating unit in the district.

### Operating rates (Set on a District-wide basis)

Operating rate: The operating targeted rate is to fund the operating costs associated with the provision of sewerage services. This rate is set on the basis of a fixed amount on every SUIP that is connected, either directly or indirectly, to a public reticulated wastewater disposal system. (Local Government (Rating) Act 2002, Section 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clause 7)

Additional pan rate: In addition to the differential rate, where the total number of water closets or urinals connected either directly or indirectly in a rating unit exceeds two per SUIP an additional targeted rate will be assessed in respect of the third and every subsequent water closet or urinal (pan) in the rating unit after the first two per SUIP set at 60% of the differential rate value. (Local Government (Rating) Act 2002, Section 16 and 17, Schedule 2 Clauses 1 and 5, Schedule 3 Clauses 7 and 12)

### Notes

For the sake of clarity, SUIPS which are connected to any of the district's sewerage schemes will be assessed for both the capital and operating rates.

Rating units that are outside of one of the defined sewerage schemes and that are neither connected to, nor capable of connection to a public reticulated sewerage system will not be liable for the capital and operating rates. They will be liable for the public good rate.

### Water rates

There are a number of targeted rates set to fund the provision and availability of water supplies. These rates are designed to separately fund the costs associated with each water supply scheme. Council's approach is that each scheme will pay its own interest and depreciation costs through the use of separate targeted capital rates, whereas the operating costs will be funded on the basis of a district wide operating rate. In addition, a uniform public good rate is to be charged per rating unit.

### Capital rates (Set on a scheme by scheme basis)

Differential rate: A series of separate differential targeted rates is set to fund the capital costs associated with the provision of water supplies to each of the district's eight separate water supply schemes set out below. These rates are set differentially on the basis of the provision or availability of service. (Local Government (Rating) Act 2002, Sections 16, 17 and 18 and Schedule 2 Clause 5 and Schedule 3 Clauses 7 and 9)

## Water schemes

Kaikohe	Kawakawa	Ōkaihau	Paihia
Kaitāia	Kerikeri	Ōmāpere / Ōpononi	Rāwene

<sup>1</sup> Capable of connection means that rating unit is not connected to a public reticulated sewage disposal system but is within 30 metres of the reticulation, within an area serviced by a sewerage scheme and Council will allow the rating unit to connect.

<sup>2</sup> In terms of the Local Government (Rating) Act 2002 a rating unit used primarily as a residence for one household will be treated as having only one pan.

### Water capital rate differential categories

Differential	Basis	Description
Connected	100%	Per SUIP that is connected, either directly or indirectly, to any of the Districts public reticulated water supply systems.
Availability	100%	Per rating unit that is capable of being connected to a public reticulated water supply system, but is not so connected <sup>3</sup>

### Water public good charge

A charge of \$15 on every rating unit in the district.

### Operating rates (Set on a District-wide basis)

Operating rate: This is a targeted rate set for water supply based on the volume of water supplied. This rate will be assessed per cubic metre of water supplied as recorded by a water meter. Different rates are set depending on whether the supply is potable or non-potable water. (Local Government (Rating) Act 2002, Section 19)

Non-metered rate: The targeted rate is set for a water supply to every SUIP which is supplied with water other than through a water meter. This rate will be based on a flat amount equivalent to the supply of 250 cubic metres of water per annum. Different rates are set depending on whether the supply is potable or non-potable water. (Local Government (Rating) Act 2002, Sections 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clauses 8 and 9)

#### Notes:

For the sake of clarity, SUIPS which are connected to any of the district's water supply schemes will be assessed both the capital and operating rates.

Rating units that are outside of one of the defined water supply schemes and that are neither connected to, nor capable of connection to a public reticulated water supply system, will not be liable for the capital or operating rates. They will be liable for the public good rate.

### Land drainage rates

There are four land drainage rating areas in the District all located in the northern part of the Te Hiku ward. Drainage rate are set on all rateable land in the relevant drainage areas.

### Kaitāia drainage area

A targeted rate is set to fund land drainage in the Kaitāia drainage area to be assessed on the basis of a uniform rate per hectare of land area within each rating unit located within the drainage rating area. Refer rating area maps on our website for details of the rating area. (Local Government (Rating) Act 2002, Sections 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clause 5)

### Kaikino drainage area

A targeted rate is set to fund land drainage in the Kaikino drainage area. This rate will be assessed differentially according to location as defined on the valuation record for each rating unit – refer rating area maps on our website for details of the rating area. This rate is assessed as a rate per hectare of land within each rating unit according to the differentials described below. (Local Government (Rating) Act 2002 Sections 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clause 5)

### Motutangi drainage area

A targeted rate is set to fund land drainage in the Motutangi drainage area. This rate will be assessed differentially according to location as defined on the valuation record for each rating unit – refer rating area maps on our website for details of the rating area. This rate is assessed as a rate per hectare of land within each rating unit according to the differentials described below. (Local Government (Rating) Act 2002 Sections 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clause 5)

### Waiharara drainage area

A targeted rate is set to fund land drainage in the Waiharara drainage area. This rate will be assessed differentially according to location as defined on the valuation record for each rating unit – refer rating area maps on our website for details of the rating area. This rate is assessed as a rate per hectare of land within each rating unit according to the differentials described below. (Local Government (Rating) Act 2002 Sections 16 and 17, Schedule 2 Clause 5 and Schedule 3 Clause 5)

<sup>3</sup> Capable of connection means that rating unit is not connected to a public reticulated water supply system but is within 100 metres of the reticulation, within an area serviced by a water scheme and Council will allow the rating unit to connect.



### Drainage rate differential for Kaikino, Motutangi and Waiharara drainage areas

Differential	Basis	Description
Differential area A	100%	All rating units or parts of rating units located within the defined Differential rating area A
Differential area B	50%	All rating units or parts of rating units located within the defined Differential rating area B
Differential area C	17%	All rating units or parts of rating units located within the defined Differential rating area C

### **BOI Recreation Centre rate**

The BOI Recreational Centre rate assists in funding an operational grant to support the BOI Recreation Centre. This rate is assessed on the basis of a fixed amount on every SUIP within the area contained within rating rolls 400 to 499 – refer rating area maps for details of the rating area. (Local Government (Rating) Act 2002, Section 16 and Schedule 3 Clause 7)

### Notes in relation to land use differentials

Notwithstanding the above, Council retains the right to apply a different differential where it can be demonstrated, to its satisfaction, that the actual use of the entire rating unit differs from that described by the current land use code.

Council also reserves the right to apply a different differential to any SUIP if it can be demonstrated, to its satisfaction, that the actual use of that part differs from that described by the current land use code for the entire rating unit.

For Council to be able to apply two or more differentials to a single rating unit the area of the land that is used for each purpose must be capable of clear definition and separate valuation.

In some instances there may be two or more different uses taking place on the rating unit but it is not possible or practical to define the areas separately. In those instances, the differential category will be based on the 'highest and best use' applied by the Council's valuation service provider and the rates are set accordingly.

• Where the area of the land used for the different purpose is only minimal or cannot be separately defined, Council reserves the right not to assess that part using a different differential.

In every instance where Council proposes to change the differential on a rating unit from one category to another category it will advise the owner concerned and give them the opportunity to lodge an objection to that proposal.

- Where any rating unit or separately used or inhabited part of a rating unit would normally be subject to a commercial differential but complies with one or more of the exceptions set out below, that rating unit will be subject to the general rate general differential.
- Where the rating unit or part thereof is in receipt of a remission of rates pursuant to a policy adopted by Council and is not used for private pecuniary profit and is not subject to a licence for the sale of liquor.
- Where the rating unit is used solely for the purposes of providing private rental accommodation. This exclusion does
  not include properties such as hotels, motels or other forms of visitor accommodation except for bed and breakfast
  establishments, home or farm stay operations or similar accommodation providers where less than six bedrooms
  are provided for guest accommodation. Such properties will however, be subject to any additional sewerage charges
  where additional toilets are provided for guest use, for example ensuite facilities.

## Schedule of rates for 2023/24

Set out in the following tables are the indicative rates for the 2023/24 rating years. For comparison purposes the rates for the 2022/23 rating year are also shown. Please note all rates include GST.

			Rates 2	2023/24	Rates 2022/23
	Basis of	Differential	Rate	Total	Rate
Rate	Assessment	Matter*	(GST Inc)	Rate	(GST Inc)
General rates					
Uniform Annual General Charge	Per SUIP <sup>1</sup>	-	\$450.00	\$17,020,800	\$450.00
General differential	Per \$ of land value	1	\$0.0030315	\$50,556,854	\$0.0047720
Commercial differential	Per \$ of land value	1	\$0.0083366	\$7,169,645	\$0.0131230
Targeted ward services rate					
BOI - Whangaroa ward differential	Per SUIP	6	\$376.50	\$6,622,823	\$367.00
Te Hiku ward differential	Per SUIP	6	\$384.50	\$4,869,308	\$353.30
Kaikohe - Hokianga ward differential	Per SUIP	6	\$438.30	\$3,317,712	\$422.00

			Rates 2	023/24	Rates 2022/23	
	Basis of	Differential	Rate	Total	Rate	
Rate	Assessment	Matter*	(GST Inc)	Rate	(GST Inc)	
Targeted roading rates						
Uniform roading rate	Per SUIP	-	\$100.00	\$3,782,400	\$100.00	
Roading differential rate	Dan da ef land dalar	4	¢0.0000000	¢ [ 1	to 000112C	
Residential	Per \$ of land value	1	\$0.0000690	\$514,417	\$0.0001136	
Lifestyle Farming general	Per \$ of land value Per \$ of land value	<u> </u>	\$0.0000757 \$0.0000932	\$354,770 \$283,816	\$0.0001223 \$0.0001376	
Horticulture	Per \$ of land value	1	\$0.0000932	\$17,739	\$0.0001376	
Dairy	Per \$ of land value	1	\$0.0001485	\$124,170	\$0.0000840	
Forestry	Per \$ of land value	1	\$0.00011905	\$230,601	\$0.0021526	
Commercial	Per \$ of land value	1	\$0.0001872	\$124,170	\$0.0002913	
Industrial	Per \$ of land value	1	\$0.0001657	\$35,477	\$0.0003762	
Mining / quarry	Per \$ of land value	1	\$0.0066063	\$70,954	\$0.0098430	
Other	Per \$ of land value	1	\$0.0001463	\$17,739	\$0.0002238	
Stormwater targeted rates						
Stormwater targeted rate	Per \$ of Capital Value	1	\$0.0002196	\$2,477,695	\$0.0003001	
Targeted development rates						
Paihia CBD development rate						
General differential	Per SUIP	1	\$18.00	\$37,953	\$18.00	
Commercial differential	Per SUIP	1	\$56.00	\$20,216	\$56.00	
Kaitāia BID rate	Per \$ of land value	-	\$0.0007397	\$57,500	\$0.0012843	
BOI Recreation Centre rate						
Uniform targeted rate	Per SUIP	-	\$5.00	\$23,770	\$5.00	
Private roading rates						
Hupara Road sealing	D . CI II D		#CC4 72	#20 4F4	±554.72	
Uniform rate	Per SUIP	-	\$661.73	\$28,454	\$661.73	
Sewerage capital rates						
Sewerage capital rates Ahipara						
Ahipara connected	Per SUIP	5	\$273.65	\$152,970	\$266.20	
Ahipara availability	Per rating unit	5	\$273.65	\$29,828	\$266.20	
Ahipara additional pans	Per Sub Pan <sup>2</sup>	5	\$164.19	\$9,359	\$159.72	
East coast			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	,	
East coast connected	Per SUIP	5	\$321.81	\$509,747	\$230.78	
East coast availability	Per rating unit	5	\$321.81	\$116,495	\$230.78	
East coast additional pans	Per Sub Pan	5	\$193.09	\$28,191	\$138.47	
Hihi						
Hihi connected	Per SUIP	5	\$551.38	\$88,772	\$509.89	
Hihi availability	Per rating unit	5	\$551.38	\$13,233	\$509.89	
Hihi additional pans	Per Sub Pan	5	\$330.83	\$2,316	\$305.93	
Kāeo						
Kāeo connected	Per SUIP	5	\$684.16	\$117,676	\$588.30	
Kāeo availability	Per rating unit	5	\$684.16	\$12,315	\$588.30	
Kāeo Additional Pans Kaikohe	Per Sub Pan	5	\$410.50	\$34,482	\$352.98	
Kaikohe connected	Per SUIP	5	\$172.23	\$293,652	\$192.94	
Kaikohe availability	Per rating unit	5	\$172.23	\$9,989	\$192.94	
Kaikohe additional pans	Per Sub Pan	5	\$103.34	\$80,709	\$115.76	
Kaitāia and Awanui	1 0. 300 . 0		4100101	+00,703	41.5770	
Kaitāia and Awanui connected	Per SUIP	5	\$242.02	\$626,832	\$193.36	
Kaitāia and Awanui availability	Per rating unit	5	\$242.02	\$25,896	\$193.36	
Kaitāia and Awanui additional pans	Per Sub Pan	5	\$145.21	\$124,009	\$116.02	
Kawakawa						
Kawakawa connected	Per SUIP	5	\$478.89	\$274,883	\$386.02	
Kawakawa availability	Per rating unit	5	\$478.89	\$5,268	\$386.02	
Kawakawa additional pans	Per Sub Pan	5	\$287.33	\$49,995	\$231.61	
Kerikeri						
Kerikeri connected	Per SUIP	5	\$672.50	\$1,218,570	\$596.92	
Kerikeri availability	Per rating unit	5	\$672.50	\$87,425	\$596.92	
Kerikeri additional pans	Per Sub Pan	5	\$403.50	\$181,979	\$358.15	

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			Rates 2	023/24	Rates 2022/23
	Basis of	Differential	Rate	Total	Rate
Rate	Assessment	Matter*	(GST Inc)	Rate	(GST Inc)
Kohukohu					
Kohukohu connected	Per SUIP	5	\$709.30	\$62,418	\$511.63
Kohukohu availability	Per rating unit	5	\$709.30	\$6,384	\$511.63
Kohukohu additional pans	Per Sub Pan	5	\$425.58	\$6,809	\$306.98
Ōpononi					
Ōpononi connected	Per SUIP	5	\$275.22	\$112,015	\$202.17
Ōpononi availability	Per rating unit	5	\$275.22	\$26,972	\$202.17
Ōpononi additional pans	Per Sub Pan	5	\$165.13	\$18,495	\$121.30
Paihia					
Paihia connected	Per SUIP	5	\$456.31	\$971,028	\$386.38
Paihia availability	Per rating unit	5	\$456.31	\$96,281	\$386.38
Paihia additional pans	Per Sub Pan	5	\$273.79	\$335,119	\$231.83
Rangiputa					
Rangiputa connected	Per SUIP	5	\$240.50	\$25,253	\$213.46
Rangiputa availability	Per rating unit	5	\$240.50	\$4,089	\$213.46
Rangiputa additional pans	Per Sub Pan	-	\$144.30	\$577	\$128.08
Rāwene					
Rāwene connected	Per SUIP	5	\$516.68	\$124,520	\$449.44
Rāwene availability	Per rating unit	5	\$516.68	\$14,984	\$449.44
Rāwene additional pans	Per Sub Pan	5	\$310.01	\$14,570	\$269.66
Russell					
Russell connected	Per SUIP	5	\$502.35	\$301,411	\$346.07
Russell availability	Per rating unit	5	\$502.35	\$70,831	\$346.07
Russell additional pans	Per Sub Pan	5	\$301.41	\$44,006	\$207.64
Whangaroa					
Whangaroa connected	Per SUIP	5	\$667.78	\$9,349	\$496.15
Whangaroa availability	Per rating unit	5	\$667.78	\$3,339	\$496.15
Whangaroa additional pans	Per Sub Pan	5	\$400.67	\$4,407	\$297.69
Whatuwhiwhi	D 01115				
Whatuwhiwhi connected	Per SUIP	5	\$315.16	\$252,443	\$259.11
Whatuwhiwhi availability	Per rating unit	5	\$315.16	\$113,458	\$259.11
Whatuwhiwhi additional pans	Per Sub Pan	5	\$189.10	\$3,404	\$155.47
Sewerage public good rate	D		<b>#45.00</b>	#F42.0F2	#45.00
Uniform charge	Per rating unit	-	\$15.00	\$513,953	\$15.00
Sewerage operating rate	D CI II D		#C45.05	±0.746.755	±670.42
Connected rate (all schemes)	Per SUIP	-	\$645.95	\$8,746,755	\$679.13
Subsequent pan rate (all schemes)	Per Sub Pan	-	\$387.57	\$1,601,429	\$407.48
Water targeted rates					
Water capital rates					
Kaikohe					
Kaikohe connected	Per SUIP	5	\$369.17	\$696,993	\$287.76
Kaikohe availability	Per rating unit	5	\$369.17	\$20,304	\$287.76
Kaitāia					
Kaitāia connected	Per SUIP	5	\$541.03	\$1,380,168	\$452.62
Kaitāia availability	Per rating unit	5	\$541.03	\$48,152	\$452.62
Kawakawa	D 0111D		+000 00	± 454 004	+0.45.40
Kawakawa connected	Per SUIP	5	\$389.82	\$451,801	\$345.13
Kawakawa availability	Per rating unit	5	\$389.82	\$12,474	\$345.13
Kerikeri	D 0111D		±005.47	±700 550	±170.50
Kerikeri connected	Per SUIP	5	\$236.17	\$703,550	\$173.69
Kerikeri availability	Per rating unit	5	\$236.17	\$32,119	\$173.69
Ōkaihau	De CLUD		# 404 OF	470.50	+007.5
Ōkaihau connected	Per SUIP	5	\$401.99	\$73,564	\$307.37
Ōkaihau availability	Per rating unit	5	\$401.99	\$5,226	\$307.37
Ōmāpere/Ōpononi	Dow CLUID		¢(00 ( *	#2F0 467	#F0F 66
Ōmāpere/Ōpononi connected	Per SUIP	5	\$600.64	\$250,467	\$525.66
Ōmāpere/Ōpononi availability	Per rating unit	5	\$600.64	\$45,048	\$525.66

			Rates 2	023/24	Rates 2022/23
	Basis of	Differential	Rate	Total	Rate
Rate	Assessment	Matter*	(GST Inc)	Rate	(GST Inc)
Paihia					
Paihia connected	Per SUIP	5	\$208.14	\$457,492	\$183.61
Paihia availability	Per rating unit	5	\$208.14	\$20,398	\$183.61
Rāwene					
Rāwene connected	Per SUIP	5	\$282.02	\$90,810	\$254.87
Rāwene availability	Per rating unit	5	\$282.02	\$5,358	\$254.87
Water public good rate					
Uniform charge	Per rating unit	-	\$15.00	\$513,953	\$15.00
Water operating rates					
Water by meter rates					
Potable water	Per M³	5	\$3.92	\$8,927,735	\$3.87
Non-potable water	Per M <sup>3</sup>	5	\$2.55	\$2,549	\$2.52
Non-metered rates					
Non-metered potable rate	Per SUIP	5	\$1,331.35	\$78,550	\$1,257.76
Non-metered non-potable rate	Per SUIP	5	\$988.20	\$0.00	\$918.99
Drainage targeted rates					
Kaitāia drainage area	Per Ha of land area		\$12.55	\$116,597	\$8.61
Kaikino drainage area					
Kaikino A	Per Ha of land area	6	\$11.46	\$4,305	\$11.73
Kaikino B	Per Ha of land area	6	\$5.73	\$2,157	\$5.87
Kaikino C	Per Ha of land area	6	\$1.91	\$2,515	\$1.96
Motutangi drainage area					
Motutangi A	Per Ha of land area	6	\$0.00	\$0.00	\$39.94
Motutangi B	Per Ha of land area	6	\$0.00	\$0.00	\$19.97
Motutangi C	Per Ha of land area	6	\$0.00	\$0.00	\$6.67
Waiharara drainage area					
Waiharara A	Per Ha of land area	6	\$20.96	\$3,017	\$14.81
Waiharara B	Per Ha of land area	6	\$10.48	\$8,149	\$7.41
Waiharara C	Per Ha of land area	6	\$3.50	\$1,868	\$2.47

### \* Differential Matters

- 1. Land use
- 5. Provision or availability of a service
- 6. Location of the rating unit

# Notes

- 1. Per  $\ensuremath{\mathsf{SUIP}}$  Separately Used or Inhabited Parts of a rating unit
- 2. Per sub pan Per subsequent pan

All rates are GST inclusive

### **Example rates**

Set out below are examples shown for the average rates on different land uses and property values across the District.

### Example of rates on different land uses and values

Land Values	General Rates	UAGC	Road UAGC	Roading Rate	Ward Rate Average	Public Good Rate	Wastewater Average	Water Average (excluding Usage)	Final Rates 2023/24	LTP 2023/24
Residential										
100,000	\$303	\$450	\$100	\$7	\$392	\$30	\$1,026	\$351	\$2,658	\$2,806
250,000	\$758	\$450	\$100	\$17	\$392	\$30	\$1,026	\$351	\$3,123	\$3,582
500,000	\$1,516	\$450	\$100	\$35	\$392	\$30	\$1,026	\$351	\$3,898	\$4,875
750,000	\$2,274	\$450	\$100	\$52	\$392	\$30	\$1,026	\$351	\$4,674	\$6,168
1,000,000	\$3,031	\$450	\$100	\$69	\$392	\$30	\$1,026	\$351	\$5,449	\$7,461
Rural and Life	style									
100,000	\$303	\$450	\$100	\$8	\$392	\$30	-	-	\$1,282	\$1,472
250,000	\$758	\$450	\$100	\$19	\$392	\$30	-	-	\$1,748	\$2,250
500,000	\$1,516	\$450	\$100	\$38	\$392	\$30	-	-	\$2,525	\$3,545
750,000	\$2,274	\$450	\$100	\$57	\$392	\$30	-	-	\$3,302	\$4,841
1,000,000	\$3,031	\$450	\$100	\$76	\$392	\$30	-	-	\$4,079	\$6,136
Commercial										
100,000	\$834	\$450	\$100	\$19	\$392	\$30	\$1,026	\$351	\$3,201	\$3,710
250,000	\$2,084	\$450	\$100	\$47	\$392	\$30	\$1,026	\$351	\$4,479	\$5,843
500,000	\$4,168	\$450	\$100	\$94	\$392	\$30	\$1,026	\$351	\$6,610	\$9,398
750,000	\$6,252	\$450	\$100	\$140	\$392	\$30	\$1,026	\$351	\$8,741	\$12,952
1,000,000	\$8,336	\$450	\$100	\$187	\$392	\$30	\$1,026	\$351	\$10,872	\$16,507

### Notes:

- 1. Land Values are indicative amounts only.
- 2. In addition to the total rates indicated above, ratepayers in the rateable area for the stormwater network will be charged the targeted rate per \$ of capital value of their rateable property i.e. for \$100K of capital value the targeted rate for stormwater charge will be \$21.96.

### Projected number of rating units

Local Government Act 2002 Schedule 10 Clause 20A requires Council to state the projected number of rating units within the district or region of the local authority at the end of the preceding financial year.

Council is projecting 39,417 rating units at 30 June 2024.

The projected total values at 30 June 2024:

Land Value \$18,643,158,010Capital Value of \$32,832,996,760

### Definition of a separately used or inhabited part (SUIP) of a rating unit

Where rates are calculated on each separately used or inhabited part of a rating unit, the following definitions will apply:

- any part of a rating unit that is used or occupied by any person, other than the ratepayer, having a right to use or inhabit that part by virtue of a tenancy, lease, license, or other agreement
- $\boldsymbol{\cdot}$  any part or parts of a rating unit that is used or occupied by the ratepayer for more than one single use.

The following are considered to be separately used parts of a rating unit:

- · individual flats or apartments
- separately leased commercial areas which are leased on a rating unit basis
- vacant rating units
- single rating units which contain multiple uses such as a shop with a dwelling

a residential building or part of a residential building that is used, or can be used as an independent residence. An
independent residence is defined as having a separate entrance, separate cooking facilities, e.g. cooking stove, range,
kitchen sink etc. together with living and toilet/bathroom facilities.

The following are not considered to be separately used or inhabited parts of a rating unit:

- a residential sleep-out or granny flat that does not meet the definition of an independent residence
- · a hotel room with or without kitchen facilities
- a motel room with or without kitchen facilities
- · individual offices or premises of business partners.

### **Postponement charges**

Pursuant to the Local Government (Rating) 2002 Act, Council will a charge postponement fee on all rates that are postponed under any of its postponement policies.

The postponement fees are as follows:

- Application fee: \$300.00
- Administration fee: \$50.00 per year
- Financing fee on all postponements: Currently set at 3.00% pa but may vary to match Council's average cost of funds.

At Council's discretion all these fees may be added to the total postponement balance.

### Payment of rates

With the exception of water by meter charges, Council will charge the rates for the 2023/24 rating year by way of four equal instalments. Each instalment must be paid on or before the due dates shown below. Any rates paid after the due date will become liable for penalties.

### Rate instalment dates

Instalment	Due date	Penalty date
One	21 August 2023	28 August 2023
Two	20 November 2023	27 November 2023
Three	20 February 2024	27 February 2024
Four	20 May 2024	27 May 2024

### Water by meter

Water meters are read on a six-month cycle and are payable on the 20<sup>th</sup> of the month following the issue of the invoice as follows:

Scheme	1st invoice	Due date	Penalty date	2nd invoice	Due date	Penalty date
Kaikohe	Nov 2023	20/12/2023	27/12/2023	May 2024	20/06/2024	27/06/2024
Kaitāia	Aug 2023	20/09/2023	27/09/2023	Feb 2024	20/03/2024	27/03/2024
Kawakawa	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Kerikeri	Sep 2023	20/10/2023	27/10/2023	Mar 2024	22/04/2024	29/04/2024
Ōkaihau	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Ōmāpere / Ōpononi	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Paihia	Oct 2023	20/11/2023	27/11/2023	Apr 2024	20/05/2024	27/05/2024
Rāwene	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024

### Penalties on rates

Sections 57 and 58 of the Local Government (Rating) Act 2002 empower councils to charge penalties on the late payment of rates.



Pursuant to sections 57 and 58 of the Act, Council will impose the following penalties:

• A ten percent (10%) penalty on any portion of each instalment of rates assessed in the 2023/24 financial year that is not paid on or by the due date for payment, as listed above.

### Penalties on water by meter rates

A ten percent (10%) penalty on any portion of the rate assessed for the supply of water, as separately invoiced, that is not paid on or by the due date for payment as set out in the schedule.

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# WHAKAPĀ MAI | CONTACT US

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# 6.2 SETTING OF RATES, DUE DATES AND PENALTIES FOR 2023-2024

File Number: A4211424

Author: Zakeeda Khan, Financial Planner

Authoriser: Janice Smith, Acting Chief Executive

### PURPOSE OF THE REPORT

The purpose of the report is to allow Council to set the rates, due dates and penalties for the 2023-2024 rating year in accordance with the provisions of the Local Government (Rating) Act 2002.

Now that Council has adopted the Annual Plan for 2023-2024 it must set the rates for the 2023-2024 rating year.

### **EXECUTIVE SUMMARY**

- Set General Rates
- Set Targeted Rates
- Penalty Dates
- Setting of the Fees in respect of Postponed Rates

### RECOMMENDATION

That, pursuant to Section 23 of the Local Government (Rating) Act 2002 (the Act), Council sets the rates as described below for the year commencing 1st July 2023 and concluding 30th June 2024;

All rates are shown inclusive of GST

### **GENERAL RATE**

### General Rate

Differentiated on the basis of land use set on all rateable land

Differential	Basis	Rate
General Differential	Per \$ of Land Value	\$0.0030315
Commercial Differential	Per \$ of Land Value	\$0.0083366

# Uniform Annual General Charge (UAGC):

A UAGC of \$450.00 per Separately Used or Inhabited Part (SUIP) on every rateable Rating Unit

### Definition of a SUIP:

Any part of a rating unit that is used or occupied by any person, other than the ratepayer, having a right to use or inhabit that part by virtue of a tenancy, lease, licence, or other agreement Any part or parts of a rating unit that is used or occupied by the ratepayer for more than one single use.

The following are considered to be separately used parts of a rating unit:

individual flats or apartments

separately leased commercial areas which are leased on a rating unit basis vacant rating units

### TARGETED RATES

### **ROADING RATES**

# **Uniform Roading Rate**

A Uniform Targeted Rate of \$100 per Separately Used or Inhabited Part (SUIP) on every rateable Rating Unit

# **Differential Roading Rate**

Differentiated on the basis of land use set on all rateable land

Differential	Basis	Rate
Residential	Per \$ of Land Value	\$0.000690
Lifestyle	Per \$ of Land Value	\$0.0000757
Farming General	Per \$ of Land Value	\$0.0000932
Horticulture	Per \$ of Land Value	\$0.0000565
Dairy	Per \$ of Land Value	\$0.0001485
Forestry	Per \$ of Land Value	\$0.0011905
Commercial	Per \$ of Land Value	\$0.0001872
Industrial	Per \$ of Land Value	\$0.0001657
Mining/Quarry	Per \$ of Land Value	\$0.0066063
Other	Per \$ of Land Value	\$0.0001463

### Ward Services Rate

Differentiated on the basis of location set on all rateable land in the identified wards

Differential	Basis	Rate
BOI - Whangaroa Ward	Per SUIP	\$376.50
Te Hiku Ward	Per SUIP	\$384.50
Kaikohe - Hokianga Ward	Per SUIP	\$438.30

# Stormwater Rate

10% of the required funding for stormwater is from general rates and the remaining 90% is set on the basis of capital value on all rateable property identified in the rating area maps for the listed urban communities;

Ahipara	Haruru Falls	Kaikohe	Kawakawa
Awanui	Hihi	Kaimaumau	Karikari
East Coast	Houhora/Pukenui	Kaitaia	Kerikeri/Waipapa
Kohukohu	Okaihau	Paihia/Te Haumi	Taupo Bay
Moerewa	Opononi/Omapere	Rawene	Tauranga Bay
Ngawha	Opua/Okiato	Russell	Whangaroa/Kaeo

Basis	Rate
Per \$ of Capital Value	\$0.0002196

### **DEVELOPMENT RATES**

# Paihia CBD Development Rate

Differentiated on the basis of land use set on all rateable land identified in the rating area maps

Differential	Basis	Rate
General Differential	Per SUIP	\$18.00
Commercial Differential	Per SUIP	\$56.00

### Kaitaia BID Rate

Commercial rating units	Basis	Rate
defined in the rating area map	Per \$ of Land Value	\$0.0007397

### **BOI Recreation Centre Rate**

Rating Units defined in the	Basis	Rate
rating area map	Per SUIP	\$5.00

### **PRIVATE ROADING RATES**

# **Hupara Road Sealing Rates**

Rating Units defined in the	Basis	Rate
rating area map	Per SUIP	\$661.73

### SEWERAGE RATES

Separate sewerage rates are set for each sewerage scheme on every rating unit that is connected to each scheme or to which the scheme is "available", that is capable of being connected to a public reticulated wastewater disposal system.

The additional pan rate is set on the basis of the third and subsequent water closet or urinal within the rating unit. A rating unit used primarily as a residence for a single household will be treated as having a single pan.

# Ahipara Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$273.65
Available	Per Rating Unit	\$273.65
Additional Pan Rate	Per additional pan	\$164.19

# East Coast Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$321.81
Available	Per Rating Unit	\$321.81
Additional Pan Rate	Per additional pan	\$193.09

# Hihi Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$551.38
Available	Per Rating Unit	\$551.38

Additional Pan Rate	Per additional pan	\$330.83

# Kaeo Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$684.16
Available	Per Rating Unit	\$684.16
Additional Pan Rate	Per additional pan	\$410.50

# Kaikohe Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$172.23
Available	Per Rating Unit	\$172.23
Additional Pan Rate	Per additional pan	\$103.34

# Kaitaia and Awanui Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$242.02
Available	Per Rating Unit	\$242.02
Additional Pan Rate	Per additional pan	\$145.21

# Kawakawa Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$478.89
Available	Per Rating Unit	\$478.89
Additional Pan Rate	Per additional pan	\$287.33

# Kerikeri Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$672.50
Available	Per Rating Unit	\$672.50
Additional Pan Rate	Per additional pan	\$403.50

# Kohukohu Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$709.30
Available	Per Rating Unit	\$709.30
Additional Pan Rate	Per additional pan	\$425.58

# Opononi Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$275.22
Available	Per Rating Unit	\$275.22
Additional Pan Rate	Per additional pan	\$165.13

# Paihia Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$456.31
Available	Per Rating Unit	\$456.31
Additional Pan Rate	Per additional pan	\$273.79

# Rangiputa Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$240.50
Available	Per Rating Unit	\$240.50
Additional Pan Rate	Per additional pan	\$144.30

# Rawene Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$516.68
Available	Per Rating Unit	\$516.68
Additional Pan Rate	Per additional pan	\$310.01

# Russell Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$502.35
Available	Per Rating Unit	\$502.35
Additional Pan Rate	Per additional pan	\$301.41

# Whangaroa Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$667.78
Available	Per Rating Unit	\$667.78
Additional Pan Rate	Per additional pan	\$400.67

# Whatuwhiwhi Sewerage Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$315.16
Available	Per Rating Unit	\$315.16
Additional Pan Rate	Per additional pan	\$189.10

# Sewerage Public Good Rate is set on every rating unit in the district

Per Rating Unit	\$15.00
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# **District Wide Sewerage Operating Rate** is set on every rating unit connected to a sewerage scheme

Operating Rate	Basis	Rate
Connected (All schemes)	Per SUIP	\$645.95
Additional Pan Rate	Per additional pan	\$387.57

# **WATER RATES**

Separate water rates are set for each water supply scheme differentiated on the basis the supply or availability of supply to each scheme, that is, capable of being connected to a public reticulated water supply system.

# Kaikohe Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$369.17
Available	Per Rating Unit	\$369.17

# Kaitaia Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$541.03
Available	Per Rating Unit	\$541.03

# Kawakawa Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$389.82
Available	Per Rating Unit	\$389.82

# Kerikeri Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$236.17
Available	Per Rating Unit	\$236.17

# Okaihau Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$401.99
Available	Per Rating Unit	\$401.99

# Omapere/Opononi Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$600.64
Available	Per Rating Unit	\$600.64

# Paihia Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$208.14
Available	Per Rating Unit	\$208.14

# Rawene Water Capital Rate

Differential	Basis	Rate
Connected	Per SUIP	\$282.02
Available	Per Rating Unit	\$282.02

# Water Public Good Rate is set on every rating unit in the district

# District Wide Water Operating Rates

The District wide operating rates are assessed on the basis of the quantity of water supplied as recorded by meter.

# Metered Supply rate (all schemes)

Operating Rate	Basis	Rate
Potable Water	Per m <sup>3</sup> Supplied	\$3.92
Non-potable Water	Per m <sup>3</sup> Supplied	\$2.55

# Non-Metered Water Supply Rate (Includes 250 M<sup>3</sup> Supply)

Operating Rate	Basis	Rate
Potable Water	Per SUIP	\$1,331.35
Non-potable Water	Per SUIP	\$988.20

# **DRAINAGE RATES** are set on all rateable land in the relevant drainage area

Kaitaia Drainage Area	Basis	Rate
Area of land within the	Per hectare	\$12.55
defined rating area		

Kaikino Drainage Area (as defined in the FIS)			
Differential Basis Rate			
Differential A	Per hectare	\$11.46	
Differential B	Per hectare	\$5.73	
Differential C	Per hectare	\$1.91	

Motutangi Drainage Area (as defined in the FIS)			
Differential	Basis	Rate	
Differential A	Per hectare	\$0.00	
Differential B	Per hectare	\$0.00	
Differential C	Per hectare	\$0.00	

Waiharara Drainage Area (as defined in the FIS)			
Differential	Basis	Rate	
Differential A	Per hectare	\$20.96	
Differential B	Per hectare	\$10.48	
Differential C	Per hectare	\$3.50	

And that, pursuant to Section 24 of the Act and with the exception of the targeted rates set for the supply of water pursuant to Section 19 of the Act, Council charges the rates for the 2023-2024 rating year by way of four equal instalments. Each instalment to be paid on or before the due dates set out below;

Rate Instalment		Penalty Date	
First Instalment	21 August 2023 28 August 2023		
Second Instalment	20 November 2023	27 November 2023	
Third Instalment	20 February 2024	27 February 2024	
Fourth Instalment	20 May 2024	27 May 2024	

And that, pursuant to Sections 57 and 58 of the Act and with the exception of the targeted rates set for the supply of water pursuant to Section 19 of the Act, Council imposes the following penalties:

A ten percent (10%) penalty on any portion of any instalment of rates assessed in the 2023-2024 financial year that is not paid on or by the due date for payment as detailed above. This penalty will be added on the penalty dates detailed above;

And that the water meters be read and invoiced on a six-month cycle, or more often if required, and the subsequent invoices become due for payment set out overleaf.

And that, pursuant to Sections 57 and 58 of the Act, Council imposes the following penalties in respect of targeted rates set for the supply of water pursuant to Section 19 of the Act:

A ten percent (10%) penalty on any portion of the rate for the supply of water charged pursuant to Section 19 of the Act, as separately invoiced, that is not paid on or by the due date for payment as set out below;

Scheme	1 <sup>st</sup> Invoice	Due Date	Penalty Date	2 <sup>nd</sup> Invoice	Due Date	Penalty Date
Kaikohe	Nov 2023	20/12/2023	27/12/2023	May 2024	20/06/2024	27/06/2024
Kaitaia	Aug 2023	20/09/2023	27/09/2023	Feb 2024	20/03/2024	27/03/2024
Kawakawa	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Kerikeri	Sep 2023	20/10/2023	27/10/2023	Mar 2024	22/04/2024	29/04/2024
Okaihau	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Omapere/ Opononi	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024
Paihia	Oct 2023	20/11/2023	27/11/2023	Apr 2024	20/05/2024	27/05/2024
Rawene	Jul 2023	21/08/2023	28/08/2023	Jan 2024	20/02/2024	27/02/2024

And that, pursuant to Section 88 of the Act, Council set Postponement Fees as provided for in the relevant Rates Postponement Policies;

### FEES IN RESPECT OF POSTPONED RATES

Pursuant to Section 88 of the Local Government (Rating) Act 2002, Council will charge a postponement fee on all rates that are postponed under any of its postponement policies.

The Postponement fees are as follows:

Application Fee: \$300

Administration Fee: \$50 per year

Financing Fee on all Postponements: Currently set at 3.00% pa but may vary to match Council's average cost of funds. At Council's discretion all these fees may be added to the total postponement balance.

## 1) BACKGROUND

Council has adopted the Annual Plan 2023 - 2024 and therefore, pursuant to Section 23 of the Local Government (Rating) Act 2002 (the Act), must now formally resolve to set the rates for the year commencing 01 July 2023 and concluding 30 June 2024.

## 2) DISCUSSION AND OPTIONS

The Act requires Council to formally set the rates for each year after it has adopted the appropriate Annual Plan or Long-Term Plan. It is this resolution which gives Council the power to set and charge rates for the year.

## Reason for the recommendation

It is by setting the rates that Council obtains the funding for the forthcoming year. This resolution provides for funding as set out in the Annual Plan 2023 - 2024 rating year.

# 3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

It is by setting the rates that Council obtains the funding for the forthcoming year. This resolution provides funding as is set out in the Annual Plan 2023 - 2024 rating year.

# **ATTACHMENTS**

Nil

# **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,
  - 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 <u>Council's Significance and Engagement Policy</u>	Low
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, Local Government Rating Act 2002
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.	N/A
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.	N/A
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.	N/A
State the financial implications and where budgetary provisions have been made to support this decision.	N/A
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report

# 6.3 SPEED LIMIT REVIEW KERIKERI BAY OF ISLANDS (AUTHOR: SHAWN BAKER - NORTHLAND TRANSPORTATION ALLIANCE CONTRACTOR)

File Number: A4238585

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 (distributed under separate cover 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** <u>distributed under separate cover due to size of the document 159 pages</u>). 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** <u>distributed under separate cover due to size of the document – 159 pages</u>) 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 

  \$\Psi\$
- 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,
  - 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 <u>Council's Significance and Engagement Policy</u>	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation,	Land Transport Act 1998
and/or community outcomes (as stated in the LTP) that relate to this decision.	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.	There are no implications for Māori as the decision is procedural as part of the enactment of national legislation.
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
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

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# Regional Speed Limit Review Kerikeri and Bay of Islands

Recommendations Report



FNDC Speed Review - Kerikeri and Bay of Islands Catchment Recommendations

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FNDC Speed Review - Kerikeri and Bay of Islands Catchment Recommendations

### 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 26<sup>th</sup> October to 5<sup>th</sup> December 2022. Hearings were held at Council Chambers in Kaikohe on March 21<sup>st</sup> 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 21<sup>st</sup> 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.

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 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.

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### 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 21<sup>st</sup> 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 7<sup>th</sup> November from 5pm to 7pm
- Paihia at the Memorial Hall on Thursday 17<sup>th</sup> November between 4pm and 6pm
- Whangaroa at the Whangaroa Village Hall on Wednesday 23<sup>rd</sup> November between 4pm and 6pm

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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 21<sup>st</sup> 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 21<sup>st</sup> 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.

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## 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

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## 3.4.2 Tom Batchelor

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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:

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	<ul> <li>30 kph speed limits as there were no death or serious injuries to justify them.</li> <li>Reduction in speed limit on Kerikeri Road as this would be self-regulating anyway.</li> </ul>
	Speed limits that Mr Palmer did support were:
	<ul><li>Oramahoe Road as this is a cycleway.</li><li>Speed limit reductions around schools.</li></ul>
	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

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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:
	<ul> <li>Kapiro Road should be 60kph for the following reasons:         <ul> <li>There have been 2 fatal and 6 serious crashes on Kapiro Road.</li> <li>There are 300 horticultural properties that access Kapiro Road with 12 access junctions.</li> </ul> </li> <li>Kerikeri Road – need to develop a bypass.</li> <li>Waipapa Road should be 60kph.</li> <li>Landing Road is a real issue and needs traffic calming measures and the school zone should extend to include Landing Road.</li> </ul>

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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:	<b>Supplementary Submission:</b> 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.

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	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:	<b>Support:</b> 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

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	slow down in high kiwi density issues. Cars kill more kiwi than dogs.
	Key areas of concern included:
	<ul> <li>Russell – Okaito</li> <li>Redcliffs Road – 5 kiwi killed 2022</li> <li>Opito Bay Road – 10 killed in one year.</li> <li>A 60kph speed limit would be relatively safe.</li> </ul>
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.

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Note: The Automobile Association submission is
addressed in detail in Section 4 below.

# 3.4.11 Peter Haythornthwaite

Summary of Written Submission:	<b>Opposed:</b> 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:
	<ul> <li>Improved professionalism with signage, noting that some signs going north have been done with tape.</li> <li>Better signage – especially when coming up to speed bumps. Bi-lingual signs make it harder to read.</li> <li>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.</li> <li>There appears to be no strategy to improve roads.</li> <li>Temporary speed limits can indicate that a different speed limit is planned.</li> </ul>
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
	0.

# 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.

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	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:

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- 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.

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#### **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.

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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. Coordination between the three road Controlling Authorities is therefore inherent in this review process.

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#### 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.

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#### 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.

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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.

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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

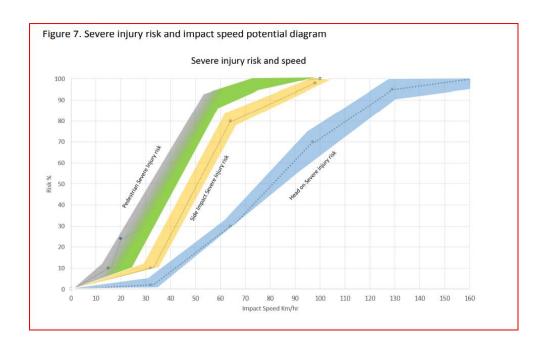
It should be noted that research indicates that, even if everyone obeyed the road rules, there would still be more than 180 deaths on the road each year (Road to Zero National Road Safety Strategy). This indicates that there are factors, other than flagrant speeding as highlighted by the submitter, contributing 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.



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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<sup>1</sup>.

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.

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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.

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#### 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 dropoff 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.

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## 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.

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- 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

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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.

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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.

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# 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

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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 threeyearly 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.

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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.

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#### 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.

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## 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.

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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.

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# 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.

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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

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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

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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

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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

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

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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) Edmonds Road	100	60	No feedback received  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	Proposed speed limit appropriate 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

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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

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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

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

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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

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Whangard Northland Forward

Market Northland Forward

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

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Whoreas Rottland Forward

Whoreas Rottland Forward

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

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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

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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

MORTHLAND TRANSPORTATION ALLIANCE

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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

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

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

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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 limit sdown 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. 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

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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

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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

MORTHLAND TRANSPORTATION ALLIANCE

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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

Residence Williams Wilderman Northland Williams

"Hoving Northland Forward"

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 (Purerua)	100	60	No feedback received	Proposed speed limit appropriate	60

NORTHLAND TRANSPORTATION ALLIANCE

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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

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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Okura Drive Old Church Rd Service Lane	50	40 30	No feedback received  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	Proposed speed limit appropriate 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.	40 30
Old Church Road (Whangaroa)	50	30	the road conditions anyway.  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

Reference Withingtone Northland Participation

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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

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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

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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

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

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Resident and Windows Windows Worthland & Commenced Windows Retributed Forward\*

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

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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

Resident and Windows Windows Worthland & Commenced Windows Retributed Forward\*

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

Reference Whangard

Whangard Northland Forward

Market Northland Forward

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

Resource Withingord Northland Description

Whoreas Rottland Forward

Whoreas Rottland Forward

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.	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

Reference Withingtone Northland Participation

Whoreas Rothshand Forward\*

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.	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

Reference Withingtone Northland Participation

Whoreas Rothshand Forward\*

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

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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

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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

MORTHLAND TRANSPORTATION ALLIANCE

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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

Reference Whangard

Whangard Northland Forward

Market Northland Forward

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

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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

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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

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

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

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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

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# 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

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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

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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.

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- (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.

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- 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.

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- 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

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kph. Where speeding near VSL 40 schools is currently a problem, additional enforcement or an engineering solution may be required.

# 3.4 Speed limits on urban streets. Various considerations.

- 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

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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.

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- 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

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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.



## **APPENDIX I: UPDATED SPEED-FATALITY RISK CURVES (Mackie 2018)**

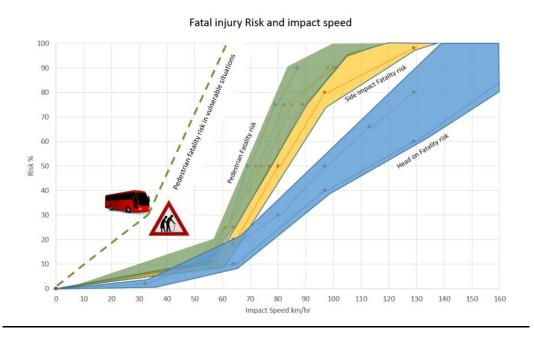
The following is copied from "Speed/injury Risk Curves. Analysis of evidence and considerations for updated curves, Mackie 2018."



# 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!

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# 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**

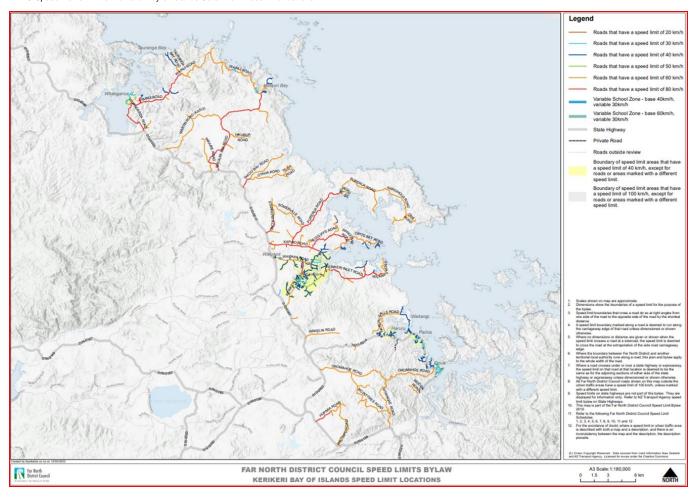
- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

### **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)

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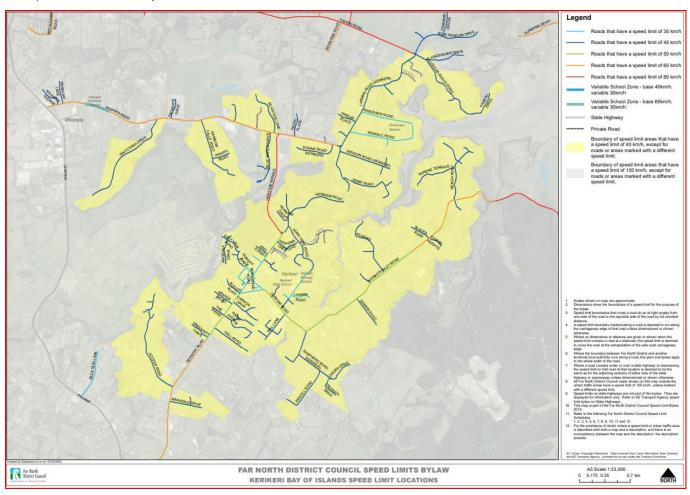
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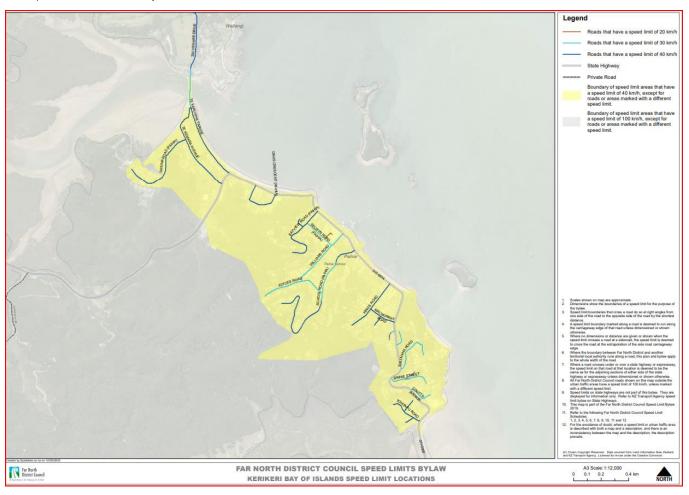


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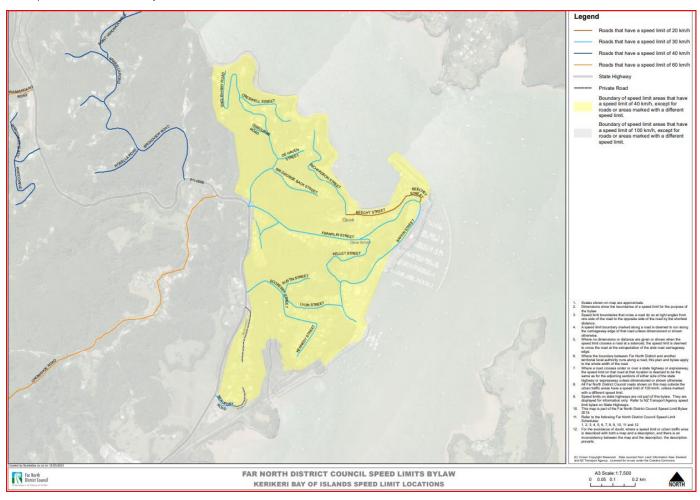
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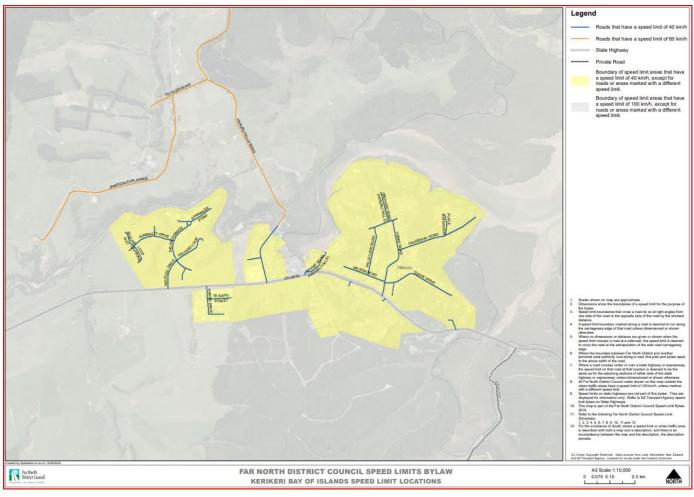
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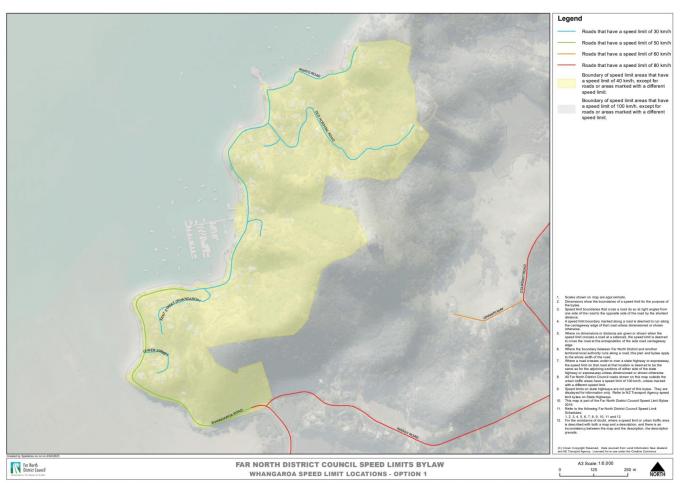
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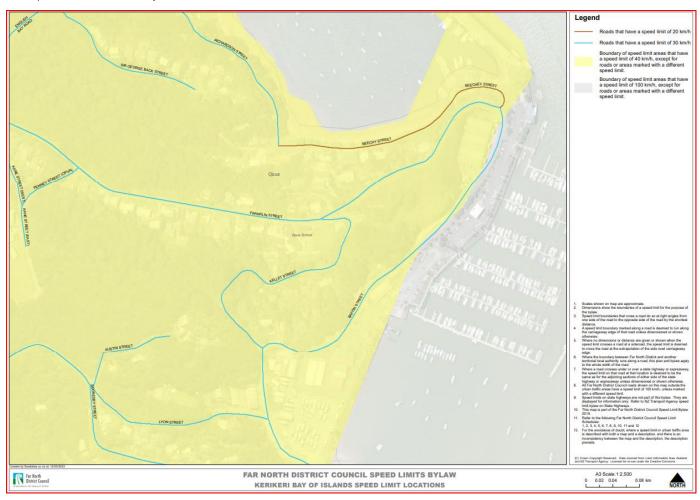
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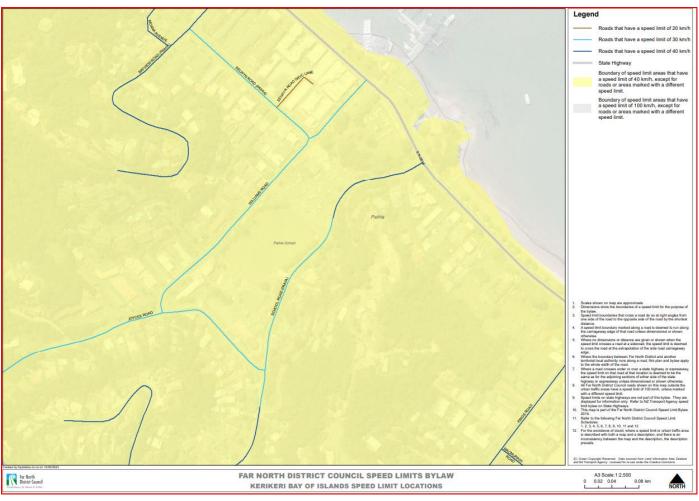
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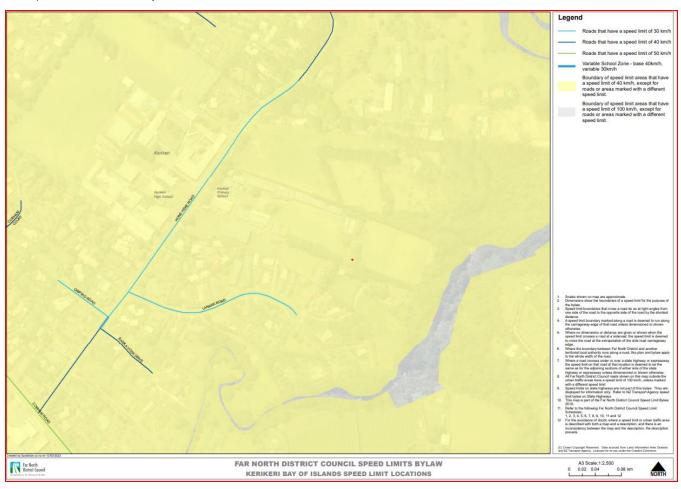
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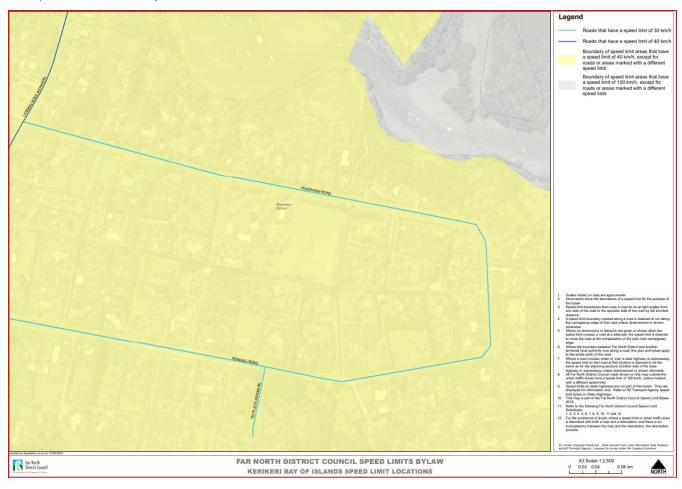


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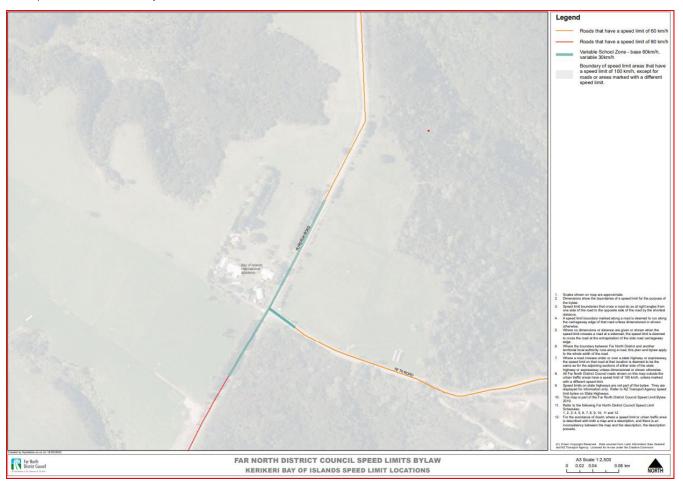
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Market Northland Forward



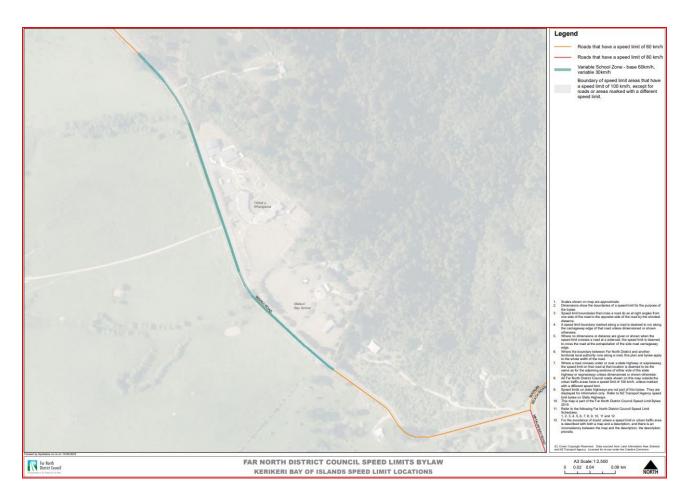
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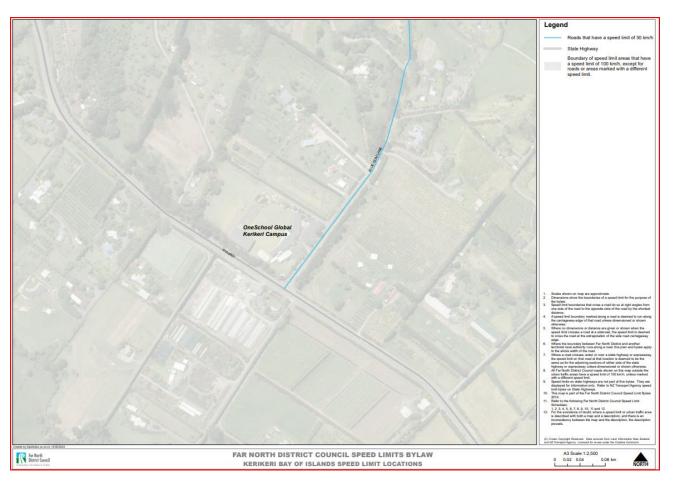
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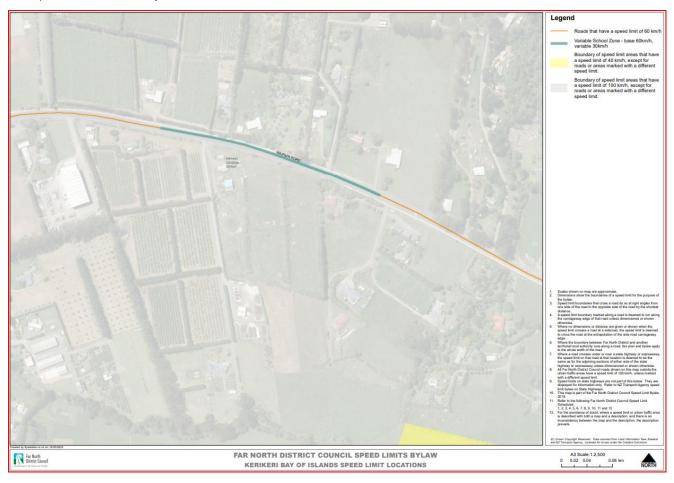
"Hoving Northland Forward"



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FNDC Speed Review - Kerikeri and Bay of Islands Catchment Recommendations



# 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**

Approved by Far North Distirct Council at an ordinary meeting dated 28<sup>th</sup> May 2023.

Author Organisational Solutions Ltd Local Government Planning and Resource Management	Shawn Baker	11 May 2023
Reviewer  NORTHAND TRANSPORTATION ALLIANCE  [Salt_a @@\@\] ** ** ** ** ** ** ** ** ** ** ** ** **	Elizabeth Stacey	12 May 2023

Director Waka Kotahi Certification:			
Certificate Number:			
Date:			

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### 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





## 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 21<sup>st</sup> 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:

# Interim Speed Management Plan Kerikeri Bay of Islands

- 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.



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.

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# 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



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

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#### 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

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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

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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.
Blue Penguin Drive	50	40	40	Consistent Infrastructure: Signage

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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.
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

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.
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



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
Cottle Hill Drive	100	60	60	Infrastructure: Signage 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:
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



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



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



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

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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.
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.



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 (Purerua)	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



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

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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



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

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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.

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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

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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, lowdensity 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



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

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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.
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

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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

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 (Purerua)	100	60	60	Consistent Infrastructure: Signage

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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



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

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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

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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

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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

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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

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

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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



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



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



Riverview Road	50 30	1.30	sistent structure: Signage	l
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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

### NORTHLAND TRANSPORTATION ALLIANCE

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

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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



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



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
Spinnaker Point	50	50	40	Infrastructure: Signage  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



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



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

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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 Reference Williams Shaper Northland (2007) "Noving Borthland Fernard"

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



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 berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.  Infrastructure: Signage

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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



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



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



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



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



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:

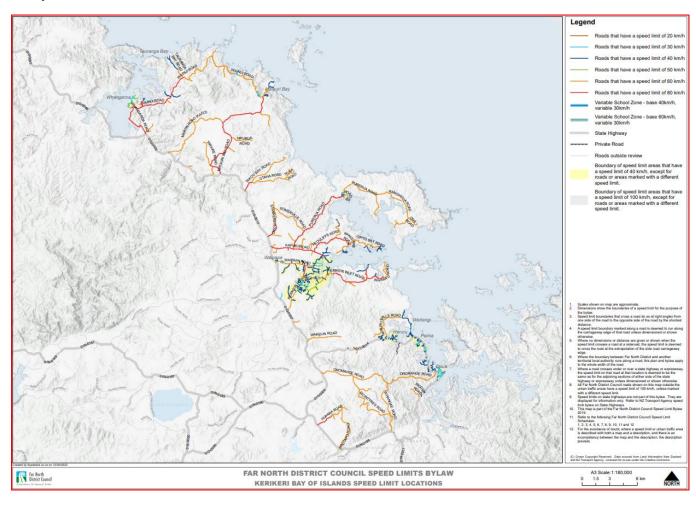
#### **Urban Maps**

- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

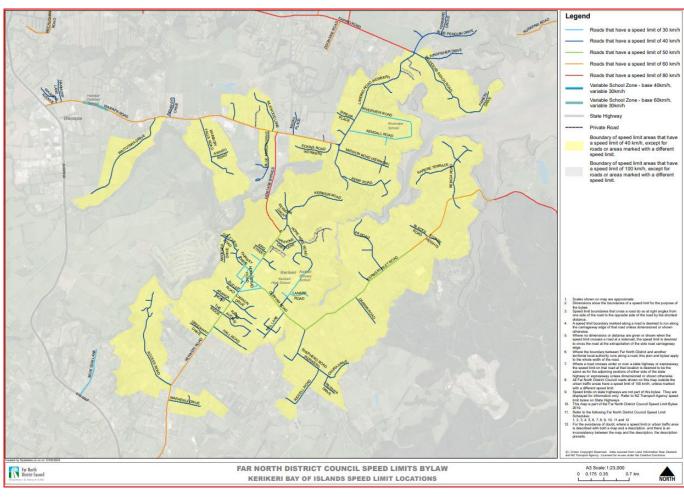
#### **Schools**

- 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)

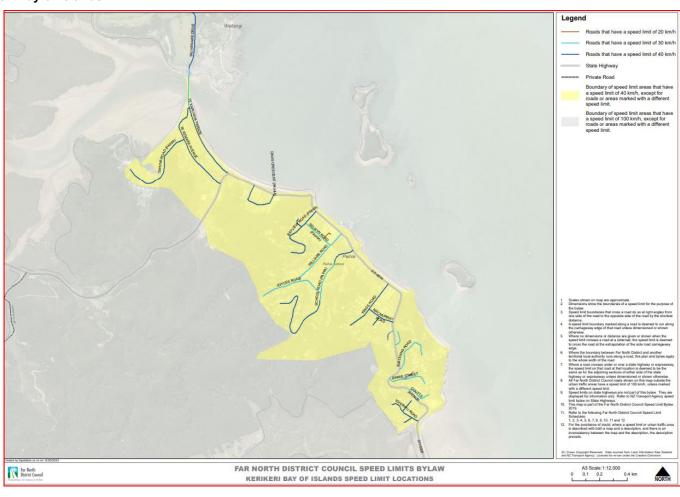




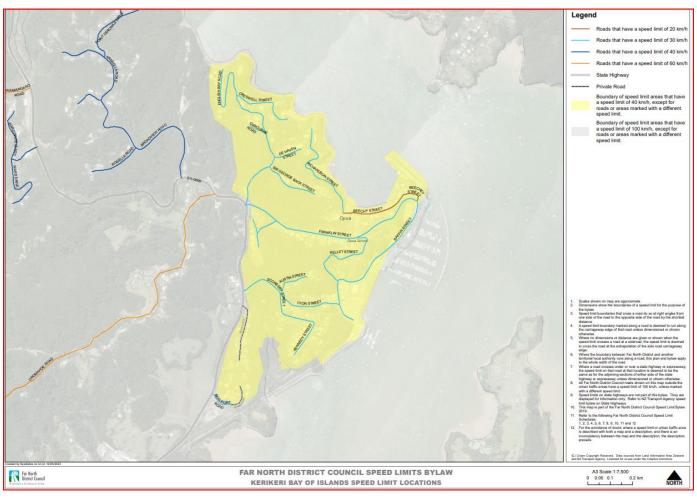




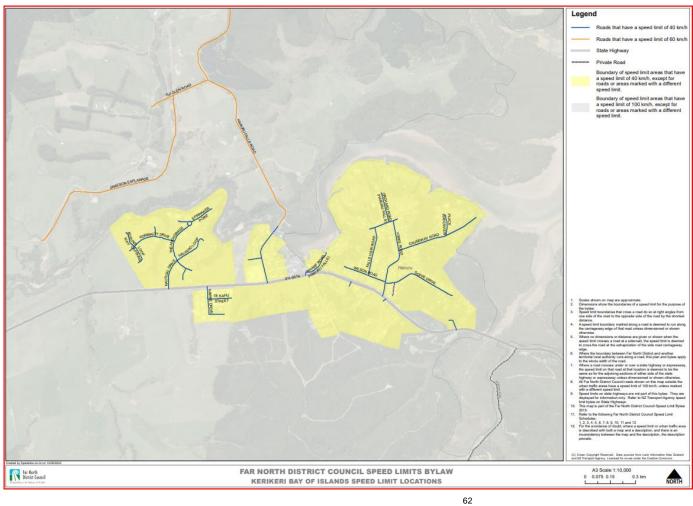




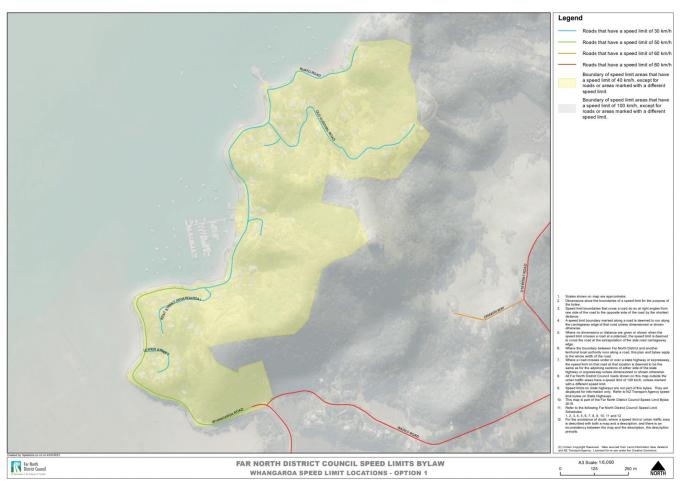




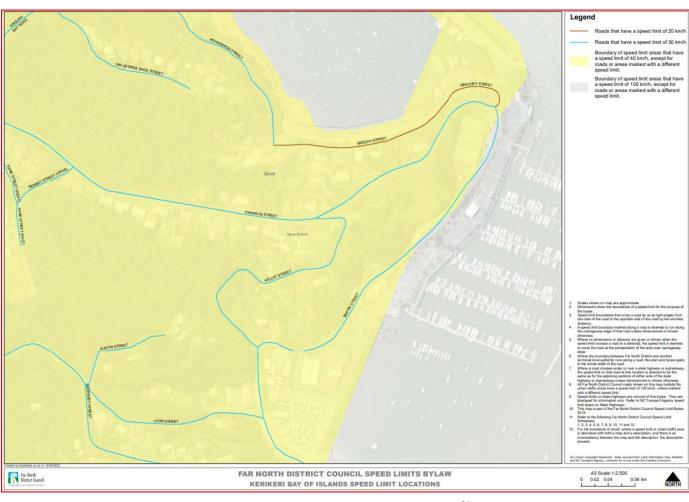




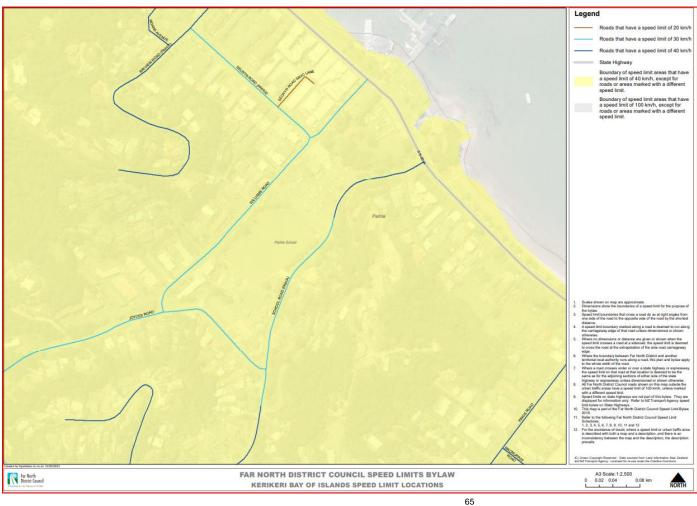




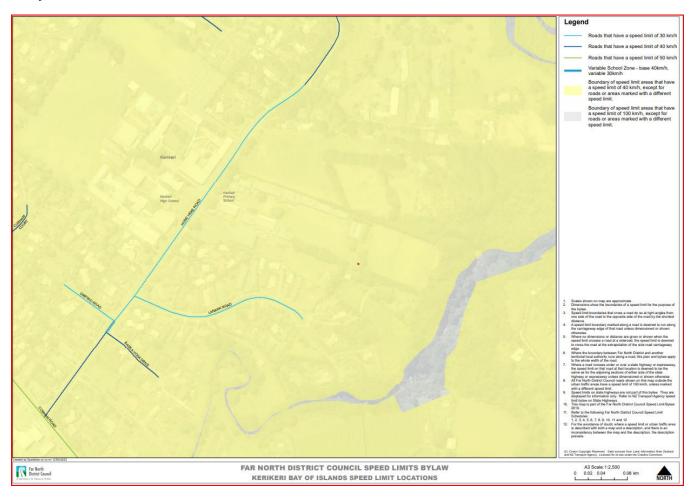






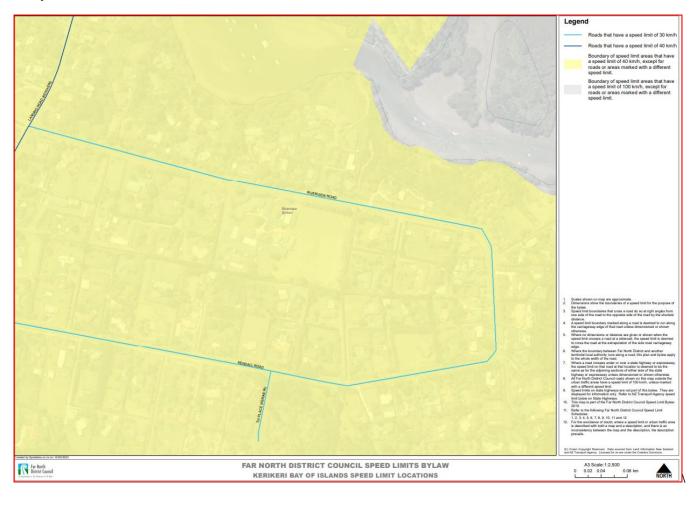




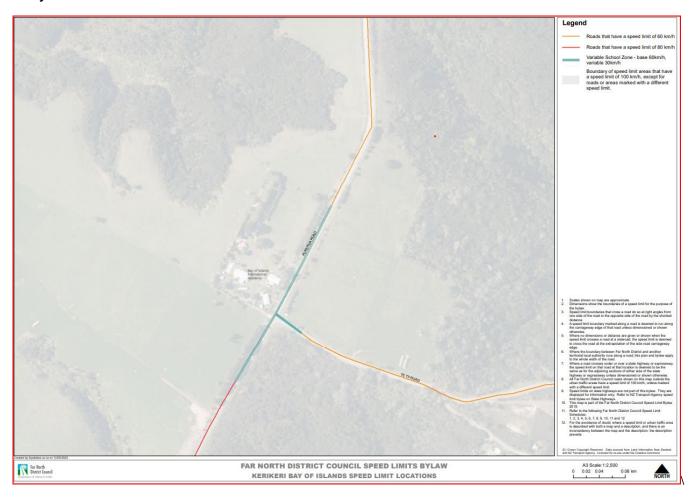


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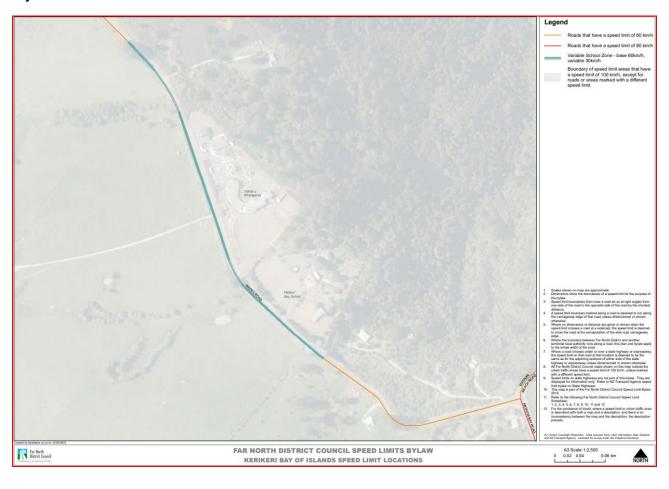






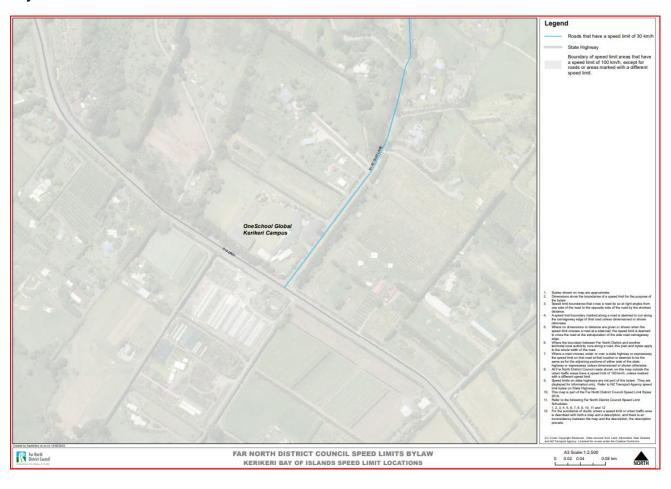




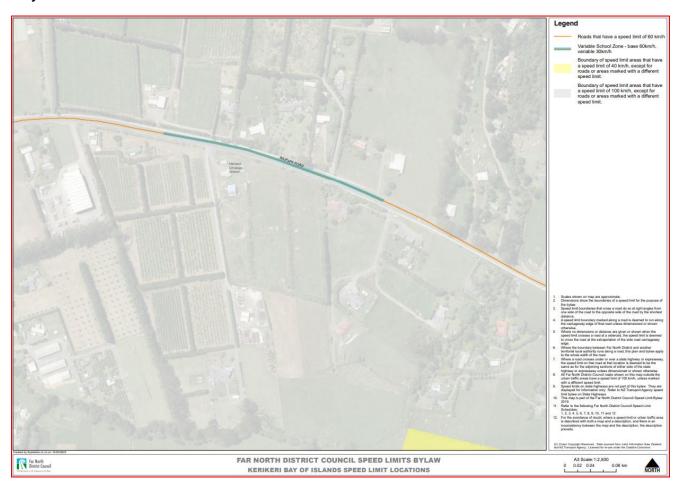


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#### 6.4 ALTERNATIVE OPTIONS - ASSET MANAGEMENT SYSTEMS

File Number: A4238587

Author: Ian Larsen, IT Project Manager

Authoriser: Janice Smith, Acting Chief Executive

### TAKE PÜRONGO / 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 onpremises 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:

permanently terminating the deployment of Infor Public Sector (IPS) for non-3 Waters asset management

staff investigate an alternate, size-appropriate, fit-for-purpose system

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
- o "Univerus Assets (Asset Finda)" as a SaaS platform
- o "CityWorks" as a SaaS platform
- o "Blackhawk" as a SaaS platform

For full detail on the alternatives considered, refer to the appendix (Attachment 1). The appendix describes each option and lists the "Pro/Con" analysis for each along with financial implications where appropriate. Attachment 2 Far North District Council — Service Review Report will be distributed under separate cover due to the size of the document.

### TAKE TÜTOHUNGA / 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

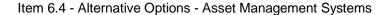
# 3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

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,
  - 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 <u>Council's</u> <u>Significance and Engagement Policy</u>	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:		
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.	This report has implications on all members of the Far North District community including Māori with respect to fiscally responsible operation of the Council.		
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.			
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 sharedplatform 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.

# 6.5 GROUND LEASE TO NORTHLAND KINDERGARTEN ASSOCIATION - TE KEMARA AVENUE PAIHIA

File Number: A4207582

Author: Kay Meekings, Property Legalisation Officer

Authoriser: Janice Smith, Acting Chief Executive

#### TAKE PÜRONGO / PURPOSE OF THE REPORT

To seek Council recommendation to the granting of a new ground lease, under Section 61 Reserves Act 1977 to Te Kura Kōhungahunga Tōpū o Te Tai Tokerau (Northern Kindergarten Association) over a portion of Lot 40 DP 43842, 26 Te Kemara Avenue, Paihia.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Northern Kindergarten Association (NKA) has operated from the site for the past 45 years.
- The previous lease to NKA expired in December 2020 and has been rolling on since that time. NKA have continued to occupy the site on an annual basis, paying \$100 plus GST per annum rent.
- The site is classified Local Purpose (community activities) Reserve and the proposed lease is consistent with the reserve purpose.
- The Reserves Act 1977 does not require public consultation on leasing a vested local purpose reserve.
- Ngati Rahiri Ngati Kawa Hapu were notified by letter of the proposed lease. The Hapu responded offering relocation and flexibility of the lease term as ways forward.
- Pursuant to Resolution 2023/39, dated 11 May 2023, The Bay of Islands -Whangaroa Community Board recommends Council issue a new ground lease to NKA.

## **TŪTOHUNGA / RECOMMENDATION**

That the Far North District Council pursuant to its powers under Section 61(2A) Reserves Act 1977 grants:

a) A new ground lease Te Kura Köhungahunga Töpü 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 Köhungahunga Töpū o Te Tai Tokerau (Northern Kindergarten Association Incorporated).

## 1) TĀHUHU KŌRERO / BACKGROUND

Te Kemara Local Purpose (Community Facilities) Reserve is vested in Council and has been occupied by Paihia Waitangi Kindergarten (PWK) under the umbrella of the Te Kura Kōhungahunga Tōpū o Te Tai Tokerau (Northland Kindergarten Association) (NKA) since 1977.

In April 2021, NKA approached Council seeking the renewal of their 20-year lease which expired in December 2020. Unfortunately, due to limited Council resources and the interruption of Covid-19 the issuing of a fresh lease has not been progressed.

The PWK has continued to operate from the site on an annual basis, paying rent annually and maintaining the grounds and their buildings to a high standard.

NKA occupy the site in association with The Paihia Sea Scouts who together share the maintenance of the common car park and access way. A new lease for Sea Scouts occupation of the reserve is currently being progressed.

NKA operates 25 kindergartens in Northland providing a comprehensive and high-quality Early Childhood Education programme empowering child led learning and bicultural practices. The location of PWK to the Waitangi Treaty grounds provides a strong foundation for the kindergarten's philosophy and respect for Te Tiriti o Waitangi and the dual cultural heritage of Aotearoa.

# 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

PWK is a well-established kindergarten with 45 years of service to the local community, providing care and education for up to 30 children at each session, ranging in ages from two to six years old. The longevity of the kindergarten at this site reinforces the valuable service PWK provides to the community of Paihia and Waitangi.

Although public notice is not a requirement for this site, Ngati Rahiri Ngati Kawa Hapu have been notified of the proposed lease. Their concern regarding the length of the new lease has been taken into account and reflected in the proposed term of 3+3+3+3. Council and lwi communications are attached.

The options available for this site are:

**Option 1**: **Recommended** Council accepts the Board's recommendation and grants a new 12-year (3+3+3+3) lease over the Local Purpose Reserve to allow the kindergarten to continue providing their service to the community.

**Option 2:** Require PWK to remove their existing building and associated assets from the reserve and reinstate the reserve at the cost of NKA and PWK.

## TAKE TÜTOHUNGA / REASON FOR THE RECOMMENDATION

PWK is an established and well-regarded early childhood centre with a long-standing presence in the community. They provide an essential service in educating and supporting the local whanau and preschool tamariki. Requiring the kindergarten to vacate the land would be detrimental to the community.

Granting a 12-year (3+3+3+3) lease will provide NKA and PWK the security required to continue investing in the land and improvement, whilst giving consideration to Ngati Rahiri Ngati Kawa Hapu's concerns and recommendations.

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

The lease will provide for the lessee to continue to be responsible for all ongoing maintenance of the associated green space and half share in the maintenance of the accessway and parking area with the Paihia Sea Scouts.

The lease will provide for the lessee to be responsible for the payment of all utility charges, rates and insurances.

Should a lease not be provided to NKA and the land reinstated to reserve, Council will become responsible for any ongoing maintenance of the site, placing more pressure on the reserves maintenance budget.

# **ĀPITIHANGA / ATTACHMENTS**

- 1. Paihia Waitangi Kindergarten Lease Plan Te Kemara Ave 14.04.2023 A4171895 🗓
- 2. Paihia Waitangi Kindergarten & Paihia Sea Scouts Consultation on a request for lease (1) A4214846 🗓 🖺
- 3. Paihia-Waitangi Kindergarten Ngati Rahiri Ngati Kawa Hapu Response 27.03.2023 A4171892 1

# 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,
  - 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 <u>Council's Significance and Engagement Policy</u>	Low significance. The kindergarten is an established community asset.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	FNDC Parks and Reserves Policy: The Policy supports a long-term lease being offered to community orientated groups wanting a permanent base, requiring significant financial investment.
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 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. To hear submissions on the completion of a public notice process and make recommendation to Council.  The Bay of Islands -Whangaroa Community Board considered the Ngati Rahiri Ngati Kawa Hapu response at their meeting on 11 May 2023 and further resolved to recommend Council issue a new ground lease to NKA.
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.	Ngati Rahiri Ngati Kawa Hapu were notified of the proposed lease and their view on a more flexible term has been addressed.  The reserve site is vested in Council by the Crown. Council as the current reserve administrator is not required to relocate the kindergarten.
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).	The Paihia Sea Scouts have been informed of the proposed new lease to NKA via email and are yet to respond.  The Reserves Act 1977 does not require Council to initiate public notice for leases over Local Purpose reserves.

•	All upgrade and maintenance costs fall to the lessee.
where budgetary provisions have been made to support this decision.	The FNDC Fees and Charges Policy sets out the rental for leases over reserved land.
Chief Financial Officer review.	Yes.

# **Site and Locality Map**









Kaikohe 0405, New Zealand
ask.us@fndc.govt.nz
0800 920 029
www.fndc.govt.nz

23 February 2023

Tēnā koe

We are contacting you to notify you of the proposed requested lease and invite iwi and hapū feedback.

The Paihia Waitangi Kindergarten, under the Northland Kindergarten Association, current lease with Far North District Council has expired and is requesting a new lease. This will enable the Paihia Waitangi Kindergarten to continue to provide childcare services at 26 Te Kemara Avenue, Waitangi, as they have for the past 45 years.

They provide the most comprehensive ECE available in New Zealand, including specialist services such as Speech and Language Therapists and Pou Whakarewa Tikanga Māori. Children from Kawakawa to Pakaraka attend the Kindergarten and come from a diverse range of cultures.

The team at Paihia Waitangi Kindergarten are committed to an emergent, child focused, child initiated, play and resource-based curriculum embracing the principles of the national early childhood curriculum Te Whariki. They have approached Council and requested a ground lease over Local Purpose Reserve to be able to continue to provide these essential services to the tamariki of the Bay of Islands.

The proposed lease term is 15 years with a right of renewal for a further 15 years.

Furthermore, Paihia Sea Scout Group is located at the same site and are requesting a new lease. Working under the Scouts Aotearoa umbrella, Paihia Sea Scout Group empowers youth through adventurous experiences to lead lives that make a positive experience. They provide challenging and fun programs for children between the ages of 5 to 18 years which allow them to gain valuable leadership skills and self-confidence by doing outdoor activities.

The proposed lease term for this lease is 15 years with a right of renewal for a further 15 years.

If you would like further information, have any questions or wish to share feedback, please do not hesitate to get in contact. If you would like to discuss these proposals further, we would be happy to meet with you.

The process for entering a lease on Local Purpose Reserve does not require public consultation, however we feel it is important to notify Iwi/hapū in the local community of the proposed new leases.

Yours sincerely,

Kevin Johnson

Group Manager - Delivery & Operations

From: Hinewhare < hinewhare@xtra.co.nz > Sent: Monday, 27 February 2023 4:04 pm

Subject: Re: New Paihia Waitangi Kindergarten & Paihia Sea Scouts lease

**CAUTION:** This email originated from outside Far North District Council.

Do not click links or open attachments unless you recognise the sender and know the content is safe.

kia ora Kevin raua ko Tania

On behalf of Ngati Rahiri Ngati Kawa Hapu, I would like to acknowledge your decision to contact us regarding the renewal of the leases for our kindergarten and scout den.

I wish to submit our opposition to renew the leases....

Ngapuhi is going through a crucial period of identifying and rectifying so many issues pertaining to our lands, that after submitting claims for over the past 100yrs, we finally get a statement from the Waitangi Tribunal, saying what we have always said....here is as follows......

Waitangi Tribunal Stage 1 Report......Ngapuhi did not cede sovereignty
Waitangi Tribunal Stage 2 Report......All land owned by the Crown within the inquiry district be returned to Te Raki Māori (Ngapuhi) ownership as redress for the Crown's breaches of te Tiriti/the Treaty and ngā mātāpono o te Tiriti/the principles of the Treaty.

NOTE from the JUDGE:

Discussions and negotiations will occur in part at a **constitutional level** and will require **a sharing of power** as envisaged in te Tiriti.....We have no doubt that this process will be challenging for the
Crown but undertaking it **in good faith is essential......IF.......** the treaty partnership and the Crown's own honour is to be restored.

Our kindergarten and scout den have serviced and are still servicing our community of waitangi with excellent child initiated developments, and I for one am very appreciative of their manaakitanga and kaitiakitanga of our children over the years.

Rather than just say 'get out it's ours now' I would like to inform everyone that as a hapu, yea we have said the words for a long time, but have never actioned them unfortunately, due to negotiations being one sided......

so to ensure our kindergarten and scout den are able to continue their services I would like to offer the following;

- 1) sit down, take a breath, there is no hurry
- 2) that property is found elsewhere for their operations
- 3) that financial assistance is confirmed to enable their services to continue
- 4) that instead of 1x 15yr lease, perhaps look at 5x 3yr leases .....flexibility needs to be considered here
- 5) that maybe we seek a legal opinion and/or legal papers so we all understand what is happening

I'm not really too sure about how this all goes, but I do take note of what the Waitangi Tribunal has stated about **restoring the treaty partnership and the crowns honour...** which tells me we have to work together....**mahi tahi** 

in the meantime I will be circulating this to the hapu to ensure we discuss this kaupapa fully at our next hapu hui 25mar23 .....

nga mihi maioha Hinewhare 0211 846 701

#### 6.6 ACCEPTANCE OF THE 2023-2026 FAR NORTH HOLDINGS STATEMENT OF INTENT

File Number: A4248546

Author: Jacine Warmington, Group Manager - Strategic Relationships

Authoriser: Janice Smith, Acting Chief Executive

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To accept the final Statement of Intent from Far North Holdings Limited for the three year period 1 July 2023 to 30 June 2026

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

 The FNHL SOI 2023-26 outlines the activities and intentions of the company including performance targets and measures.

# **TŪTOHUNGA / RECOMMENDATION**

#### **That Council:**

a) Accepts the Statement of Intent from Far North Holdings Ltd for the period 1 July 2023 to 30 June 2026

# 1) TĀHUHU KŌRERO / BACKGROUND

The Local Government Act 2002 requires every Council Controlled Organisation (CCO) to provide a SOI that is adopted before the commencement of the financial year to which it relates.

FNHL have prepared the 2023-26 Statement Of Intent which was reviewed at a workshop on 5th April. Then Statement Of Intent has now been approved by the FNHL Board after taking into consideration the points raised at the workshop.

# 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Council met with the Board of FNHL in March 2023 and the key issues to be included in the Statement Of Intent were discussed to ensure that all parties understood the changes that were expected. The Board submitted a draft Statement of Intent later in March and Council then reviewed that and responded to FNHL with feedback which the Board incorporated into a final Statement Of Intent, which is attached to this report.

The process requirements of the Local Government Act 2002 have been completed and the final action is for Council to accept the Statement Of Intent.

# TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Council is required by the Local Government Act 2002 to accept the Statement Of Intent before the new financial year begins on 1<sup>st</sup> July

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

The Statement of Intent attached has been approved by the FNHL Board.

#### **ĀPITIHANGA / ATTACHMENTS**

1. FNHL SOI 2023 to 2026 - A4248544 U

# 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 <u>Council's Significance and Engagement Policy</u>	Low
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, Schedule 8 part 1
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
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.	FNHL and its Directors will take all practicable steps to ensure that their actions align with Te Tiriti o Waitangi. The Letter of Expectations dated March 2023 and issued by Council states an expectation for the community, in particular Maori, be considered and accommodated and
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	actively seek positive relationships with regard to the culture and traditions with ancestral land, water, sites of significance, wahi tapu, valued flora and fauna and other taonga.
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).	District and community wide significance.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no specific financial implications ar=ising from this report.
Chief Financial Officer review.	The Chief Financial Officer has approved this report



# Statement of Intent 2023 to 2026

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#### Introduction

Far North Holdings Limited (FNHL) is a limited company pursuant to the Companies Act 1993 and is a Council Controlled Trading Organisation pursuant to Section 6 of the Local Government Act 2002 (LGA).

This Statement of Intent (SOI) is prepared to meet the requirements of Section 64 and Schedule 8 of the LGA

It outlines the activities and intentions of FNHL, and its subsidiaries, and the objective to which those activities will contribute, upholding the Shareholder's values to act in a socially and environmentally responsible manner. Performance targets and measures are specified, along with the Company's policies relating to governance and other matters.

The SOI is reviewed annually following consultation with Far North District Council (FNDC).

# Purpose of Statement of Intent

This SOI is presented by FNHL in accordance with Section 64(1) of the Local Government Act 2002. This SOI takes Shareholder (FNDC) comments into consideration and represents the objectives, nature and scope of activities and performance targets by which FNHL is to be measured as the basis of accountability. This SOI relates to the period from 1 July 2023 to 30 June 2026.

# About Far North Holdings Limited

FNHL was formed in the late 1990's with the amalgamation of several local Council trading entities that collectively owned maritime, aviation and commercial property assets. It was established as a for-profit, commercial trading company to manage and develop the commercial assets of FNDC.

We are proud to have delivered a number of significant developments and infrastructure projects for the Far North, and to be responsible for strategic community assets including the Bay of Islands Marina development and the associated marine precinct & boatyard facilities, the Bay of Islands Airport and aviation cluster, Opua, Paihia, Waitangi & Russell wharves and surrounding commercial properties. We continue to invest in these properties for the benefit of current and future generations, which has seen the value of our assets rise from \$53 million to \$168 million over the last ten years.

By leveraging our assets and experience we are able to increase capital and investment put into our district, thereby creating employment locally for our community and generating strong sustainable business outcomes, supporting the Council's Vision for "A District of sustainable prosperity and well-being". FNHL has been granted funding from Kānoa – Regional Economic Development & Investment Unit of \$55.8 million to undertake regional infrastructure projects, many of which protect key assets from climate change impacts and catalyse economic opportunities in the Far North.

Over the past year, FNHL has focused its efforts to complete both the civil and construction contracts at Ngawha Innovation & Enterprise Park (the Park) in order to meet the opening deadlines of Regent Training Centre and Te Pukenga trades training centre, and the Innovation Centre that will house Northland Inc and FNHL's offices. Work is also advancing well on the Department of Corrections house building trades training compounds being constructed on the site.

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The Ngawha Innovation & Enterprise Park represents the most significant development project undertaken by FNHL in recent years and is where FNHL sees the next 5-10 years of its focus and in the growth of the business, hence the relocation of its offices to the Ngawha Innovation & Enterprise Park, to support this kaupapa. The Ngawha Innovation & Enterprise Park seeks to promote value added manufacturing and processing of our primary sector to help catalyse businesses and support a shift away from seasonal lower paid tourism and external horticultural harvesting work towards full time, higher value employment. FNHL are excited to have partnered with Ngāpuhi Asset Holdings Limited in Kaikohe Berryfruit Limited to develop covered berry production on the Ngawha Innovation & Enterprise Park, and create local, full-time employment. Kaikohe Berryfruit Limited has been very well supported to date by local food stores receiving strong positive customer feedback coupled with great reviews on the quality of the fruit produced and its flavour. We are optimistic about the future opportunities that the Park will create to attract and grow new business and employment opportunities locally within a circular economy which positively impacts our environment.

Following approval by FNDC, FNHL established two wholly owned subsidiaries in 2022, Far North Housing Limited and Bay of Islands Marina Limited.

Far North Housing aims to actively identify and develop opportunities to deliver residential housing to address the needs in our communities, in a socially and commercially responsible manner. We are excited to commence our second project in partnership with Te Hau Ora O Ngāpuhi to develop 60 homes in Kaikohe over an 18-month period, with the first stage due to open in April 2023.

Bay of Islands Marina will manage the Bay of Islands marina assets, and oversee marine infrastructure and assets owned by FNHL in the Bay of Islands region.

For the last ten years, FNHL has supported the Far North by developing and managing property, maritime and aviation assets to have a positive impact in our community and future generations and operating profitably to provide dividends of over \$6.3 million for FNDC, helping to reduce the rates burden for FNDC ratepayers.

# Nature and Scope of Activity

As Council's commercial trading organisation, FNHL exists to:

- 1. Manage, operate and develop commercial and infrastructure assets within its ownership in a commercial manner, or under the terms of any management agreement entered into;
- 2. Plan, facilitate and secure commercial outcomes and investment in its area of influence that support economic growth of the Far North District for the betterment of the district, in a socially, culturally and environmentally responsible way;
- 3. Create profits for its Shareholder.

# Decisions for which prior FNDC approval is required

The Company will seek approval from the Shareholder:

 Before entering any arrangements that provide commercial or infrastructural assets outside of the Far North District (the district);

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- For decisions which will affect the Council Controlled Trading Organisation's (CCTO's) ability to meet any statutory responsibility;
- For any decisions which will significantly impact on any agreed service levels for a CCTO activity delivered to FNDC;
- For any decisions which will commit the FNDC to future provision of funding;
- For any decisions which are not based on a "full arm's length" commercial basis requiring FNDC approval to be shown in the accounts as such;
- Prior to divestment of any assets identified by FNHL and FNDC as strategic regional assets as listed below:
  - o Bay of Islands Airport
  - o Paihia Car Park and Countdown
  - o Ngawha Innovation & Enterprise Park
  - o Ministry of Education site, Kaitaia
  - o Wharves and Ramp Infrastructure at Russell, Opua, Mangonui and Paihia
  - o Te Hononga and ātea; or
- Prior to divestment of those assets where FNDC retain the first right to acquire upon disposal by FNHL.

#### In addition, the Company will:

- · consult with the Shareholder on any changes to the structure of the company; and
- provide a report providing assurance that any such change will not adversely affect the profitability and risk profile of the company.

## Economic conditions and the impact of COVID

As previously reported, we continue to feel some impact of COVID as a result of our exposure to the tourism and hospitality sector, noting our targeted financial support of tenants impacted by COVID lockdowns and regional border closures has now ceased. Tourism has recovered somewhat during 2022-2023, however, we are expecting tourism to take time to recover to levels experienced prior to COVID.

While these concessions had a direct financial impact on profitability, these measures were approved by the Board to support our business community and economic well-being and contribute towards regional economic recovery by helping business reduce cashflows and continue trading during difficult times.

The ongoing global economic uncertainty has seen New Zealand experience a rapid rise in inflation coupled with a corresponding significant increase in interest rates. This has created an economic environment which is putting significant cost pressure on both our business as usual (BAU) and development operations and corresponding profitability.

Our BAU costs primarily relate to the provision and maintenance of consumer and property management services. As these costs increase our ability to pass these on is restricted due to the nature of our revenue streams, being annual fees and leases. Our development costs are impacted similarly as projects can take between 15-24 months to complete and are at the peril of short-term investment rates. Debt funding/borrowing required to settle monthly contractor progress payments

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throughout a build result in exposure to monthly interest rates which have seen significant increase over the past year. Additionally revenue realisation is delayed as our housing projects are in partnership with HUD and incur long lead times from inception to completion.

In summary, economic headwinds have strengthened as anticipated with rising inflation, interest rates, supply chain disruptions and a tight labour market impacting trading results projected during this SOI term. While our diverse asset and revenue portfolio provide some financial resilience in tough financial times, we continue to apply careful financial and risk management to manage performance during these more difficult economic conditions. Accordingly, our projections reflect this outlook, and are based on existing approved projects only.

#### Strategic Direction

This SOI sets the strategic framework, activities, and performance measures we have set for the next three years to deliver the outcomes its Shareholder seeks.

We consider FNHL to be an enabler of FNDC's Vision for the Far North "A District of sustainable prosperity and well-being", and our strategic direction reflects this and the Mission of "creating great places, supporting our people". In setting our strategy, where appropriate, we also seek to align itself with FNDC's 2021/31 Long Term Plan (LTP), related Annual Plans and the Far North 2100 strategy; and in the spirit of "no surprises", we will communicate openly and transparently with FNDC on any changes to the strategic direction in the SOI.

Over the period of the SOI, FNDC will provide FNHL with any other documents that it should have knowledge of, whether they be in the consultation stage, or have been formally adopted, that reflect any changes to FNDC's vision or aspirations that FNHL needs to align with.

FNHL aims to grow asset values to \$200 million by 2027, and to generate increasing profitability to return to FNDC and the community. We will achieve this, having regard to the interests of our communities and stakeholders, by actively managing our commercial property, infrastructure and maritime assets for future generations and delivering residential housing to address the needs in our communities.

#### Objectives

As FNDC's commercial vehicle, FNHL will grow the value of shareholder funds, the return to FNDC over time and actively manage, develop and maintain regional infrastructure and assets and contribute to the four aspects of well-being in the communities in which we operate. We will achieve these objectives by undertaking the following actions:

- 1. Achieve sustainable, commercial returns from our combined asset portfolio to facilitate dividends to our shareholder;
- 2. Sustainably manage and maintain core community infrastructure and assets, in a socially and environmentally responsible manner which reflects and accommodates the interests of our stakeholders and communities when we are able to do so;
- Deliver growth by identifying opportunities for investment and improved profitability, including development of a housing portfolio that helps to address community housing needs and consideration of opportunities proposed by FNDC;

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- 4. Actively manage marine assets & infrastructure to support growth of the Bay of Islands Marina, the associated marine economy, and address climate change and environmental impacts;
- Continue to develop the Ngawha Innovation & Enterprise Park (Stage one) to provide employment and skills-based training opportunities for our District and seek to attract value added manufacturing and processing business that will generate further employment opportunities;
- 6. Be a good employer by doing the right thing by employees; and
- 7. Using its portfolio: the Bay of Islands Airport, Bay of Islands Marina and the Ngawha Innovation & Enterprise Park, the company will look to maximise opportunities to attract high quality capital and investment into the region to support FNDC's goal of sustainable prosperity.

FNHL's SOI and performance measures are based on known projects with confirmed funding. The company will continue to evaluate other investment opportunities as they arise and will update FNDC if any new projects arise and, if necessary, work with FNDC to update our SOI.

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# Performance Measures

In our Quarterly Report, the Company will record its performance relating to its goals and objectives, which will be reviewed annually.

Strategic	Objectives	Performance Target		
Focus		2023 / 24	2024 / 25	2025 / 26
Financial "Achieve	Create value for ratepayers by increasing shareholder funds	Grow shareholder funds by > \$10 million	Grow shareholder funds by > \$5 million	Grow shareholder funds by > \$5 million
	Ratio of consolidated shareholder funds (defined as total equity) to total assets	Must exceed 50%	Must exceed 50%	Must exceed 50%
	Effective financial management to deliver profitability	Operating profit > \$1.0 million	Operating profit > \$2 million	Operating profit > \$3.0 million
sustainable commercial returns"	Return profit to FNDC by way of dividend, in line with dividend policy	Dividend payable > \$500,000	Dividend payable > \$1.0 million	Dividend payable > \$1.5 million
	Regular risk assessments undertaken and reported to FNDC, identifying key organisational risks and mitigants	6 monthly report submitted	6 monthly report submitted	6 monthly report submitted
	Comply with banking covenants	Achieved	Achieved	Achieved
People	To make safety our priority to ensure health, safety and wellbeing of all employees and contractors in the Group	Health & Safety improvement plan in place, and being actioned	Health & Safety improvement plan in place, and being actioned	Health & Safety improvement plan in place, and being actioned
"Be a good employer"	Comply with our living wage policy for all permanent employees	Achieved	Achieved	Achieved
	Directors to make an effective contribution to the Board, with conduct in accordance with generally accepted standard	External Board effectiveness review	Board self - evaluation and report to FNDC	External Board effectiveness review

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	Objectives		Performance Target	
		2023 / 24	2024 / 25	2025 / 26
	Commit to tangible action to measure climate impact and target reductions based on best practice	Baseline measures determined to quantify and measure climate impact	Baseline measures reported, with climate impact improvement plan in place	Baseline measures reported, with climate impact improvement plan in place
Sustainability "Undertake sustainable investment and	Ngawha Innovation & Enterprise Park to achieve best practice environmental standards	Environmental outcome measures defined as a baseline and reporting commences	Annual Report of environmental measures against baseline	Annual report of environmental measures against baseline
management	Achieve and maintain Clean  Marina certification	Achieved	Achieved	Achieved
for the benefit of future generations"	Meet or exceed all environmental obligations required under resource consents issued to the company, and address any notices received from environmental regulators promptly or within specified timeframes	Achieved	Achieved	Achieved
	Ensure that asset insurance revaluations are undertaken every two years and that a "Total Probable Loss" exercise be undertaken at least once in every four years	Asset insurance revaluation undertaken		Asset insurance revaluation undertaken Estimate Total Probable Loss from a disaster event
Community "Create	Encourage positive relationships with the community by having transparent engagement policies and monitoring key stakeholder perceptions	Stakeholder perceptions survey	Stakeholder perceptions survey	Stakeholder perceptions survey
economic & housing opportunities, with improving engagement	Ngawha Innovation & Enterprise Park developed to grow economic and employment opportunities in the Far North	5 businesses based at the Ngawha Innovation & Enterprise Park	8 businesses based at the Ngawha Innovation & Enterprise Park	8+ businesses based at the Ngawha Innovation & Enterprise Park
and communication"	Encourage positive and meaningful relationships with Māori by supporting project delivery or building long-term relationships if suitable opportunities or commercial ventures arise	3 + projects / relationships	5 + projects / relationships	5 + projects / relationships

Far North Holdings Limited Statement of Intent 2023 to 2026

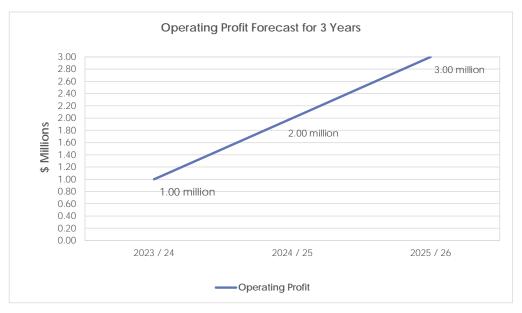
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Identify opportunities to deliver social housing to meet local needs in partnership with Community Housing Providers (CHP's)	Develop at least 50 housing units	Develop at least 75 housing units (subject to funding availability)	Develop > 75 housing units (subject to funding availability)
Civil Aviation Authority Certification maintained for the BOI Airport to support regional tourism and business visitors	Achieved	Achieved	Achieved

#### **Financials**

#### Operating Profit 3-year Forecast

Profitability forecasts for the next three years remain tight due to interest rate increases, inflation previously reported, lingering COVID impacts and the current phase of our development pipeline which means costs are incurred prior to full year revenue streams commencing. Profitability continues to build as tourism and hospitality sectors recover, Stage 1 of the Park opens with cornerstone tenants, and social housing revenues commence.



#### Consolidated Shareholders' Funds and Total Assets

For the year ended 30<sup>th</sup> June 2022, consolidated Shareholders' funds, as a ratio to total assets was 53.8%. The Company's Annual Report shows equity was \$90.25 million and total assets were \$167.62 million.

The target ratio of consolidated shareholders' funds to total assets is not expected to reduce below 50% for the period covered by this SOI.

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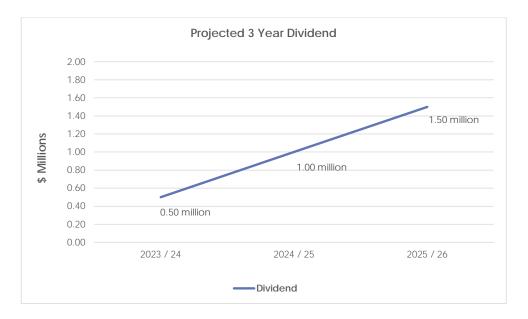
The Directors review the appropriateness of this target ratio annually.

# **Dividend Policy**

#### Dividend

FNHL will pay a dividend of 50% of its after-tax operating profit to the Shareholder on 28th February in the following financial year, unless there is agreement to an alternative use of these funds that has commercial or future benefit. This will be in the most tax efficient manner, and after consultation with the Shareholder. Should a dividend not be paid in any year, we will provide an explanation as to the causes behind it.

For the following years the company will endeavour to pay the following minimum dividends, however we acknowledge the importance of this income stream to FNDC to mitigate increased costs to ratepayers. Accordingly, the company will proactively seek to maximise dividend returns to FNDC to exceed the minimum commitments.



#### **Accounting Policies**

FNHL is a for-profit Tier 2 entity that has adopted accounting policies that are consistent with the New Zealand International Financial Reporting Standards and generally accepted accounting practice.

The financial statements of the Company are prepared in accordance with the requirements of the Local Government Act 2002, Part 5, Section 67 which includes the requirement to comply with New Zealand Generally Accepted Accounting Practice ("NZ GAAP"). They comply with New Zealand equivalents to International Financial Reporting Standards - Reduced Disclosure Regime ("NZ IFRS (RDR)").

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Additional disclosures are required to meet the needs of the Shareholders reporting requirements.

Significant Accounting Policies can be found on the Far North Holdings Website located within in our latest Annual Report.

#### Reporting to Shareholder

FNHL will provide Quarterly Reports to its Shareholder in -October, January, April, and an Annual Report in September, including a Statement of Financial Performance and Statement of Financial Position, with prior year comparatives and commentary of performance against budget.

We will also provide quarterly Health & Safety Reports, six monthly Risk Management Reports and a Sustainability roadmap annually.

#### Transactions with FNDC

In transactions with FNDC for the provision of goods and / or services, FNHL will seek trading terms and conditions applicable to external customers.

## **Acquisition of Shares**

If FNHL wishes to acquire shares in another company or organisation, it will notify its Shareholder at least 30 days in advance.

#### Commercial Value of Shareholder's Investment

The Directors estimate the commercial value of the Shareholders' investment to be no less than the Shareholders' funds.

The value ascribed to shareholders' funds will be that stated in the annual Statement of Financial Position of the Company as at the end of the financial year preceding each SOI. This value is reviewed annually as part of year-end financial reporting processes.

Shareholder Funds in the Annual Report as at 30 June 2022 stood at \$90.25 million.

# Board's Approach to Governance

# **Current Board Membership**

- William Birnie CNZM (Chairman term ends 31 July 2023)
- Sarah Petersen (Chair Audit & Risk term ends 31 March 2024)
- Hon Murray McCully CNZM (term ends 31 March 2024)
- Kevin Drinkwater (term ends 31 May 2025)
- Nicole Anderson (term ends 31 May 2025)

Pursuant to Section 57 LGA, the Board of Directors is appointed by the Shareholder to govern and direct the activities of the Company, in accordance with the Appointment and Remuneration of Directors for Council Organisations Policy. All Directors are required to comply with a formal Code of Conduct, which is based on the New Zealand Institute of Directors' Code of Ethics. The Directors' role is defined in Section 58 of LGA. This section states that all decisions relating to the operation of the

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CCTO shall be made pursuant to the authority of the directorate of the organisation and its SOI. The Board consults with the Company's Shareholder in preparing and reviewing the Statement of Intent.

In undertaking its activities, the Board of FNHL will exhibit and ensure:

- 1. Sound business practice in its commercial undertakings, operating as an efficient and effective business:
- 2. Ethical and good behaviour in dealing with all parties;
- 3. An active partnership approach with Māori, and all other people in business throughout the Far North, promoting effective communication where appropriate;
- 4. To comply with all relevant legislative requirements including those relating to the principles of the Te Tiriti o Waitangi;
- 5. In the spirit of "no surprises", keep the Shareholder informed on significant events and issues, including those sensitive to publicity that may arise from FNDC being a political organisation;
- 6. Operate according to the best practice statements produced from time to time by the Institute of Directors in New Zealand:
- 7. That Council's vision and aspirations are considered whilst conscious that FNHL needs to contribute to the overall financial performance of FNDC; and
- 8. FNHL is a good employer in accordance with the legislative guidelines set by Government.

The Board will adopt the following approach to its fiduciary responsibilities to ensure good governance:

- Define its organisation structure and individual accountabilities by ensuring management have clearly defined job descriptions;
- Set corporate budgets, and regularly monitor performance against these;
- Delegate both responsibility and authority to its Chief Executive;
- Hold regular board meetings to monitor progress towards the Company's goals and objectives, and manage risks; and
- Act in accordance with the Constitution and SOI.

# Engagement with the Shareholder

FNHL and our Shareholder agree that regular and transparent communication is essential to ensure the implementation of good governance within FNHL and the Shareholder. Accordingly, both parties agree to maintain a high level of communication between each other, the Chief Executives, and their respective management teams. They will use their best endeavours to communicate in a timely manner and raise any issues to ensure a "no surprises" approach.

The below summarises the regular reporting and communication between FHNL and FNDC which incorporates both the statutory requirements, and other 'touch-points' which are intended to maintain strong, open and regular lines of communication between the organisations.

Table 1: Communication & Reporting



Regular and ongoing operational engagement, as required, and timely responses to matters raised

In addition, representatives from FNHL will attend Community Board meetings at least once a quarter to update them on current projects and plans that affect their Ward and will include regular communication with the relevant board when physical works are to commence in the Ward.

FNHL will attend iwi and hapū forums, where invited, and is available to attend community or FNDC sessions where appropriate, or invited, should agenda items require our presence.

#### Commitment of the Shareholder

The Board aims to ensure that the Shareholder is informed in a timely manner of all major developments affecting the Company's situation. The Shareholder is consulted with on the review of the Company's SOI and is responsible for the appointment of Directors. Information is communicated to the Shareholder in the Annual Report, Quarterly Reports, Risk Management Reports and the Sustainability Report, and special meetings where required.

The Shareholder is expected to:

- Deal with issues by the Company in a prompt and expedient manner;
- Maintain a high level of communication with the Company on relevant matters; and
- Ensure transparent and collaborative relationships are maintained with the Company.

#### Significant Accounting Policies

These policies can be found on the Far North Holdings Website located within our latest Annual Report.

Annual Reports - Far North Holdings Ltd (fnhl.co.nz)

# 6.7 RECOMMENDATION TO VOTE FOR PRESIDENT / VICE PRESIDENT FOR LOCAL GOVERNMENT NEW ZEALAND

File Number: A4249795

Author: Joshna Panday, Democracy Advisor

Authoriser: Aisha Huriwai, Manager - Democracy Services

#### TAKE PÜRONGO / PURPOSE OF THE REPORT

To establish a recommendation for the voting of a President and Vice President of Local Government New Zealand at the AGM on 26 July 2023.

# WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Nominations for the positions of President and Vice President of LGNZ is now finalised.
- Far North District Council will be represented at the AGM by Kahika/Mayor Tepania with voting rights to elect the respective vacancies.
- There are currently 3 candidates for the position of President and 2 candidates for the position of Vice President.

TŪTOHUNGA / RECOMMENDATION			
That Cou	uncil supports the election of:		
a) _	as President of the of Local Government New Zealand; and		
b) _	as Vice President of Local Government New Zealand.		

# 1) TĀHUHU KŌRERO / BACKGROUND

Local Government New Zealand intends to complete the election of President and Vice President at their AGM on 26 July 2023 to be held in Christchurch.

A list of the candidates and their candidate information is attached.

# 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

On 23 May 2023 at Council ExtraOrdinary Meeting, a decision was taken to support the nomination of Mayor Neil Holdom from New Plymouth District Council for President.

Although support was provided by FNDC to escalate the nomination, it is prudent that Councillors have considered all candidate information for the recommendation.

#### Take Tutohunga / Reason for the recommendation

To make a recommendation on the voting for President and Vice President of LGNZ by Kahika/Mayor Moko whilst representing FNDC at the AGM.

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

There are no financial implications as a result of this report.

#### **ĀPITIHANGA / ATTACHMENTS**

1. President-and-VP-candidate-information - A4250528 4

# 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	This report is 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.	There are no Council policies, legislation of community outcomes to guide this decision.
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 is of district relevance therefore the input of Community Boards 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.	This is a governance nomination to a local authority regulating body and as such has no particular implication for Māori.
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
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).	None – this report relates only to the election.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no specific financial implications.
Chief Financial Officer review.	The Chief Financial Officer (Acting) has reviewed this report.



# PRESIDENT & VICE PRESIDENT CANDIDATE INFORMATION

# **President**

#### Mayor Sam Broughton - Selwyn District Council

Tēnā koutou | Tuhia ki te rangi | Tuhia ki te whenua | Tuhia ki te ngākau ō ngā tangata | Ko te mea nui | Ko te aroha | Tihei mauri ora! - Write it in the Sky | Write it in the Land | Write it in the Hearts of all People | The greatest thing is Love | Behold there is life!

I love Aotearoa New Zealand and am fortunate to have been born into a family that had me grow up and now reside in Selwyn. I am husband to Liz and father to Elliott and together we live in Darfield, a town of about 3500 people half an hour west of Christchurch on SH73. I am grateful to my community who have repeatedly supported me to be their Mayor through the last 7 years following two terms as councillor, and to my council and colleagues around the country who supported me as Chair of Zone 5, Chair of the Canterbury Mayoral Forum, to be the current Vice President of LGNZ (since December 2022) and who endorse me standing for the President's election now.

I love the people on our newly elected National Council and am excited by the opportunity to act as President as we work together to serve, encourage and improve Local Government for New Zealand. I believe in making decisions for future generations and in combatting short termism and I'm super proud of what councils across the country do for our communities day in and day out.

We all know there are a number of head winds blowing from the climate crisis to sustainable funding, to Central Government growing an ever-larger magnet to draw all things to the centre. Each council is unique and yet each council has so much in common. It is this diversity and commonality that I believe is our greatest strength. We need to be able to understand and acknowledge the divisions that grew between people, families, communities and Councils over the past 3 years so that we can heal and repair, grow and thrive.

I like bringing people together, encouraging participation, connecting the various nuances of tasks and problems, making decisions and cracking on with delivering. We get the best outcomes when we work together. I believe that tomorrow can be better than today, however we will only achieve betterment if we work collaboratively to advance the opportunities that lay before us.

As your president I will visit, listen, advocate and advance the matters we agree are important. I will also be a leader who challenges, expects, and encourages growth amongst our members as we shape LGNZ and support Councils and Boards to collectively do our best for New Zealand. Please message, call, email or otherwise contact me if you'd like to chat about this or the Blackcaps.

Thank you for reading this and I would appreciate your vote of support at the AGM.

President and VP candidate information // 1



# **President**

#### Mayor Dan Gordon - Waimakariri District Council

With the full support of my Council, I am standing for LGNZ President because as the only organisation representing the views of local government it is vital that LGNZ is united and effective.

To be this, it needs to regain the trust of its membership. LGNZ represents us and must reflect our views.

If elected, my priority would be to ascertain your views on significant issues before National Council makes any commitments.

Although National Council must govern, it is a mistake to do so without informing itself of membership views. First and foremost, LGNZ is a membership organisation.

My record shows that I am prepared to stand up for the things that matter.

I helped set up Communities 4 Local Democracy – a 3 Waters advocacy group born out of frustration that LGNZ signed an agreement with the Government that affected our ability to engage and shape this reform. It did this without obtaining a mandate from members. This must never happen again.

There is benefit in being connected to Wellington, but you need to avoid 'capture by the Crown'.

I will ensure that LGNZ stays close to its members and concentrates on advocating for your interests. Standing constructively for your principles builds respect. Consequently, I am seeking your support to bring LGNZ back to its core role.

I am a candidate for change. I will build strong relationships across the political spectrum and work hard to re-unite the sector. LGNZ needs to regain trust and show that we can make a difference.

We are stronger as a united voice. This is why I sought election as the Zone 5 Representative to National Council and am standing for President.

LGNZ should be an advocate, thought leader and partner of communities. We need to use local knowledge and expertise to solve the problems facing the country rather than being a delivery mechanism for unfunded Wellington-led decision making.

I was born and bred in Canterbury. I studied law and art history at Canterbury University. It was there that I became politically active and rose through the ranks of a youth political organisation, becoming the New Zealand President. In 2001 I helped run a successful Mayoral Campaign and in 2002 I stood for Parliament.

Those leadership experiences grew my interest in local government as being where you can make a real difference. I have since worked in and around politics and pride myself on being open-minded and able to work across the political spectrum.

I was elected to the Waimakariri District Council in 2004 at 28 years old and am now in my 7th term on Council. I bring the best of both worlds – youth and experience – and was recently re-elected Mayor of Waimakariri.

President and VP candidate information // 2



I would be honoured to be elected as your President, and I would work hard to represent your views, be accessible and available to you, and ensure we are an effective group that stands for localism, the importance of local decision making, and provides real value for members.

President and VP candidate information // 3



# **President**

#### Mayor Neil Holdom - New Plymouth District Council

Dear colleagues and peers,

Right now, both as a sector and membership organisation, we are shrinking. Our communities need us to grow.

Speaking to our peers it is clear that to achieve growth, the status quo must change.

United, we are a force to be reckoned with. But to reach our potential we have to be focused, more credible, more professional and be the champion of subsidiarity in the face of growing centralisation.

By concentrating our efforts on key objectives we can agree on, we will be far more likely to achieve our goals. One of those goals must be reengaging with councils who have left LGNZ or are considering leaving to earn back their trust and demonstrate the value of our collective.

We have the ability to get ahead of Wellington, focusing on what we do well in our various sectors and driving our agenda in areas where we have strong agreement like transport, climate resilience, environmental science, economic development, spatial planning, housing and placemaking.

Where we don't agree, we should objectively quantify, document and communicate the diversity of views our sector holds and the drivers behind those views clearly to demonstrate credibility and transparency.

LGNZ needs to become a more cohesive, strategic and independent voice. To do that we have to rebuild trust with our membership and credibility across the political spectrum. It's clear our new national council is ready for change and I would like to be a part of that change.

There are three strategic objectives that will amplify our impact:

#### Connect:

- Connect members and key partners through high quality engagements building relationships, knowledge and influence
- Implement relationship management strategies for all political parties, key crown entities, DPMC, Treasury, DIA, Waka Kotahi, MBIE, Tourism, Art Culture Heritage, Police, MSD and our iwi chairs...
- Increased collaboration and standardisation of systems and processes across councils with a
  focus on being easy to do business with.

#### Perform:

- Benchmarking our organisations to identify best practice and share knowledge
- Lift governance standards and drive management accountability
- Commit to collective design and procurement strategies and shared standards to deliver efficiencies
- Focus on lifting asset management maturity and transparency through collaboration
- Streamline LGNZ's Governance model.



#### Influence:

- Drive our vision for the future of local government to grow the level of local decision making and lift our share of public expenditure
- Clear strategic plan, endorsed by membership, aligned with Taituara
- A respected contributor to balanced, data-driven, quality policy
- Become a trusted, credible, proactive partner, independent and apolitical
- Focus on standardising relationships with government to increase collaboration, investment and efficiency.

I'm committed to doing my share of the heavy lifting as you've seen with my work in 3W and Transport.

I've worked to build positive relationships with all political parties, key ministers and opposition spokespeople and government agencies with a view to being a constructive and credible contributor.

Let's focus on the areas where we can agree and make a difference while also accepting we won't agree on everything.

Yours sincerely

Neil Holdom



## **Vice President**

#### Mayor Campbell Barry - Lower Hutt

Tēnā koutou,

It is a real privilege to stand for Vice-President of LGNZ. To tell you a bit about myself; I'm in my second term as Mayor of Lower Hutt and have served on the council since 2010. I am in the unique position of being one of the youngest elected members around the table, but at the same time 'the old hand' as the longest serving member!

I grew up in Wainuiomata, and that's where my wife Laura and I currently live with our array of dogs, cats, sheep, chickens and alpacas. I completed a Bachelor of Arts at Victoria University, and have had a range of public and private sector roles while serving in local government over the past 13 years. I'm also an active rugby referee and play club cricket.

I'm currently on LGNZ's National Council as the Zone 4 representative. As a first time National Council member, I have prioritised helping build a stronger relationship between councils within Zone 4 and LGNZ.

As an urban Mayor, I've made a conscious effort to get out to our rural and provincial areas to better understand the different types of issues councils across the zone face, so I can be an effective advocate for everyone on National Council. This is an approach I would continue if elected as your Vice President.

As you know, local government is going through change and uncertainty like never before. I see the next five years as critical in deciding what the next 30-50 years will look like for us. This is on top of the significant pressure councils across New Zealand already face on a day-to-day basis.

This context makes the role of LGNZ more important than ever.  $% \label{eq:local_lo$ 

While we won't always have complete unity on issues across our membership (and nor should we), it's vital that National Council is well connected to its members, so we can understand all views, work constructively, and ultimately be moving forward together.

I also see one of the key parts of the Vice President role as one of support for the President.

We have three strong candidates for the presidency, and I've had the pleasure of working constructively on a range of issues with all of them. I'm confident this would continue in any President/Vice President combination if I am elected.

To finish up, I thought I'd share with you a bit about my style.

My mum taught me at a pretty young age that we have two ears, and one mouth, so that we can listen twice as much as we speak!



Being a good active listener has served me well in life, as an elected member, and it's how you can expect I will engage and represent our membership if elected as Vice President. If you would like to know more about me or have any questions, please don't hesitate to get in touch with me direct.

Thank you for considering my nomination — I respectfully ask for your support.



## **Vice President**

#### Mayor Paula Southgate - Hamilton City Council

Tena koutou. Greetings everyone.

I am pleased, and grateful, to have been nominated for the role of Vice President and seek your support to serve you in this role. Local government is vital to the wellbeing of communities, big and small, across New Zealand. We are closer to our communities than Central Government and bring a collective wealth of knowledge.

We are in uncertain and fast-changing times, and the pressures on us are bigger than ever. The issues we share across the country (in a variety of different ways) can be complex and the future cost burdens are significant. Despite this, Central Government needs all parts of our nation to play their part in helping all people and the economy thrive. This means enabling all voices to be heard.

I see the primary role of the Vice President as supporting the President in their leadership of the Sector and sharing in the heavy workload as appropriate.

#### This includes:

- Working closely with the President and staff to provide strong and respected communication and advocacy to Central Government and Industry
- Supporting the President and staff to communicate with, and hear from, the wider membership
  of Local Government in timely and appropriate way
- Supporting other Elected Members to have their needs met as required
- Gathering feedback and informing the strategic approaches of LGNZ as appropriate
- Supporting the President at a personal level to provide sustainable and quality leadership.

I was first elected in 2001 to Waikato Regional Council. Over 15 years I held a number of portfolio leads in the Environment, Transport, Biosecurity and Policy before becoming overall Chair. In these years I was also a fully accredited Hearings Commissioner (Chair Level). I sat on or chaired resource consent hearings plus significant plan changes.

This enabled me to develop knowledge and experience across a wide variety of legislation, policies and strategies.

I then was elected to Hamilton City Council and became Mayor in 2019 after 3 years as Chair as Community.

In my time in Local Government, I have sat on a number of advisory groups that included Policy and Strategy, Governance and LGNZ Conference.

I feel privileged to have had this broad experience and feel that enables me to support LGNZ and its President over the next 3 years.



With your support I offer an accessible, team approach focused on enabling your chosen President to deliver the best outcomes, creating a strong reputation and a strong, effective, leadership in Wellington and across the country.

I am passionate about New Zealand and Local Government and bring a people-focused lens to the work I do and will do.

Nga mihi, my thanks, Paula

#### 6.8 REMITS FOR CONSIDERATION AT 2023 LGNZ AGM

File Number: A4246727

Author: Marlema Baker, Democracy Advisor

Authoriser: Aisha Huriwai, Manager - Democracy Services

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide Council with an opportunity to consider its position on each of the remits for consideration at the 2023 Local Government New Zealand (LGNZ) Annual General Meeting (AGM)

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- 11 remits are included on the 2023 LGNZ AGM agenda.
- Kahika/Mayor Tepania will be attending the LGNZ AGM with voting rights on behalf of Far North District Council.
- Adopted remits become LGNZ Policy.
- The AGM is scheduled for 26 July 2023 in Christchurch.
- The Far North District Council vote is worth 5 votes in accordance with the LGNZ Constitution.
- A list of the remit is attached.

#### **TŪTOHUNGA / RECOMMENDATION**

That Council support voting for the following Local Government New Zealand Remits: Allocation of Risk and Liability in the Building Sector, Rates Rebate, Roading/Transport Maintenance Funding, Local Election Accessibility, Ability for Co-Chairs at Formal Meetings, Parking Infringement Penalties, Rural and Regional Public Transport, Establishing Resolution Service, Earthquake Prone Buildings, Kiwisaver Contributions for Elected Members, and Audit NZ Fees.

## 1) TĀHUHU KŌRERO / BACKGROUND

Each year LGNZ calls for proposed remits to be considered at their Annual General Meeting. Nominating Councils must have endorsement from 5 other Councils. The AGM votes on these proposals and adopted remits become LGNZ Policy.

Far North District Council supported the following remits:

- Roading/Transport Maintenance Funding
- Establishing Resolution Service
- Kiwisaver Contributions for Elected Members

Zone 1 supported the following remits:

- Local Election Accessibility
- Ability for Co-Chairs at formal meetings
- Parking infringement penalties

Kahika/Mayor Tepania will be attending the LGNZ AGM on 26 July 2023 and will be able to put forward the view of the Far North.

### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Commentary and suggested voting on each remit subject matter by Council staff is tabled below:

Remit	Recommendation	Support /Abstain	Rationale
Allocation of Risk and Liability in the Building Sector Trent Blakeman	<ul> <li>Engage directly with the Minister for Building and Construction to advocate for a change to the current joint and several liability framework, including examination of the MBIE policy position statement Risk, Liability and Insurance in the Building Sector.</li> <li>Make the case for alternatives and changes to joint and several liability through updating policy advice and engaging with industry groups.</li> </ul>	Support	If successful, this would mean a reduced cost in any claim levelled against council which in turn reduces the financial risk to rate payers.
Rates Rebate  Carolyn Dudley & Janice Smith	Remit: That LGNZ advocate to Central Government to:  Raise the income threshold for rates rebate eligibility to enable more low and fixed income property owners access to the rebate  Adjust the rebate amount in line with inflation and the cost of living  Investigate options to make rates rebates more accessible for residents by implementing an income data sharing process similar to that of Horowhenua District Council and Levin MSD office. This will enable Councils to obtain benefit income on behalf of the ratepayer and make it easier to apply for the rates rebate  Investigate options for data sharing between Councils, Internal Affairs and Ministry of Social Development to proactively identify households that qualify for a	Support	The threshold is quite low and excludes ratepayers that probably need the support the most.  One of the biggest barriers to accessing the rebate is the need for the customer to get MSD sign off annually on income levels — these are often just confirmation of Pension values.  The scheme created by Horowhenua District Council would be extremely helpful if rolled out as standard across the Country.

	rates rebate rather than		
	waiting for people to apply.		
Roading/Transport	Remit: That LGNZ:		
Maintenance	_ ,,,		The current hypothecated
Funding	Publicly lobby all	Support	National Land Transport Funding
	political parties to		model is not a sustainable or
<b>Calvin Thomas</b>	increase Crown funding		viable model to support the
	for state highway and		required investments in restoring
	local road maintenance		levels of service for Local and
	budgets.		State Highway core infrastructure
	Consider and pursue		and subsequent on-going
	other avenues including		maintenance.
	the Office of the Auditor General to seek		
	resolution of the issues		
	facing the country in		
	relation to the systemic		
	rundown of our national		
	roading infrastructure.		
	. caagj. aca aca.c.		
Local Election	Remit: That LGNZ ensure	Endorse	This remit aims to ensure Local
Accessibility	Local Government Elections		Government Elections are fully
·	are fully accessible by		accessible to disabled people who
Aisha Huriwai	advocating to central		decide to stand as a candidate.
	government to make local		This requires action as disabled
	government candidates		people make up 25% of New
	eligible for the Election		Zealand's population, which
	Access Fund.		makes it the largest minority
			group. Yet there is almost no
			representation of people with
			disabilities in both central and
Ability for Co	Paraite That I CN7 avalages	Findama	local government.
Ability for Co- Chairs at Formal	Remit: That LGNZ explores	Endorse	There is currently a lack of clarity
Meetings	and promotes options that enable councils to make		around what arrangements councils can adopt to enable co-
ivicetings	greater use of co- chair		chairs for standing committees,
Aisha Huriwai	arrangements for standing		joint committees and sub-
7 iona maniva	committees, joint		committees. This is despite
	committees and sub		growing emphasis on increasing
	committees.		diversity in our governing
			arrangements, including by the
			Future for Local Government
			Review. Enabling councils to easily
			appoint co-chairs is one way to
			increase diversity and inclusion by
			providing opportunities for under-
			represented groups, including
			Māori, to take a more active role
			in local governance. More clarity is
			needed for councils on how to
			adopt effective co-chairing
			arrangements.

Parking Infringement Penalties Ken Ward	Remit: That LGNZ advocate to central government to enable councils to determine penalties for parking infringements.	Endorse	Parking Bylaws address community parking safety needs in accordance with risk assessment of District parking issues and pressures.  Enabling Territorial Authorities to determine penalties for parking infringements empowers them to regulate a proportionate response as against the assessed harm associated with particular parking bylaw breaches.
Rural and Regional Public Transport Calvin Thomas	<ul> <li>Remit: That LGNZ:</li> <li>Acknowledges the         Government stated         support for a major         uplift in all urban bus         networks nationwide         under New Zealand's         first emission reduction         plan.</li> <li>Calls on the Government         and opposition parties to         commit to increasing         investment in public         transport for rural and         regional communities to         support access to essential         services and amenities,         vibrant rural communities         and just transition to a low         emission transport system.</li> </ul>	Support	Current model places heavy focus on the Emissions reduction benefits of Public Transportation investment which by default focuses investment in large urban centres.  This is presently at the expense of investment in public transport for rural and regional communities to support access to essential services and amenities, vibrant rural communities and a form of balance needs to be restored.
Establishing Resolution Service  Carla Ditchfield	<ul> <li>Remit: That LGNZ:</li> <li>Investigates the creation of an LGNZ independent, national process to handle complaints or concerns, ensuring fairness, protection, and accountability in local government.</li> <li>Works with the Local Government Commission⁴ to implement findings from its September 2021 Report – Local Government Codes of Conduct⁵</li> </ul>	Endorsed	Without comment
Earthquake Prone Buildings Trent Blakeman	Remit: That LGNZ investigate and report to members on ways to help councils and communities that are struggling with the time	Support	We have completed all of our assessments, but if other councils need support, I see no reason to no support this remit.

Kiwisaver Contributions for Elected Members	frames in the Earthquake Prone Building (EPB) sections of the Building Act and council policies pertaining to Priority Thoroughfares.  Remit: That LGNZ ask the Government to amend the law to enable councils to make	Support	The honorarium process for paying Elected Members disenfranchises them from
Janice Smith	contributions to an elected members' KiwiSaver scheme.		Kiwisaver contributions which does not help make the role of an Elected Member attractive
Audit NZ Fees  Julia Lee &Janice	Remit: That LGNZ calls on central government to take action to reduce council audit fees by:  • revisiting the scope and requirements of reporting and auditing on councils • conducting a review on the practice of audit in councils and work on best practice guidance to streamline this process  This review should examine whether the reporting and audit requirements of councils are consistent with the level of reporting and audit that is required of other public entities.	Support	The annual audit process is now very complex and is often driven by sector wide OAG issues such as the recent weather events. The audits have become a compliance exercise but not necessarily a consistent one. Not all auditors test the same thing in the same way and interpretation of standards and outcomes often differs depending on your audit team.

### TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

To allow Council to determine their positions on each remit for the Kahika/Mayor to put forward at the LGNZ AGM.

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

There are no financial implications in endorsing (or not), remits at the LGNZ AGM.

# **ĀPITIHANGA / ATTACHMENTS**

1. Remits-2023-AGM - A4249385 🗓 🖼

## 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 <u>Council's Significance and Engagement Policy</u>	Type here
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Type here
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.	Type here
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.	Type here
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
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).	Type here
State the financial implications and where budgetary provisions have been made to support this decision.	Type here
Chief Financial Officer review.	Type here



# **REMITS**

// 2023 Annual General Meeting



Please note that this document is not the full set of papers for this year's AGM. It just includes the remits going forward to the AGM so members can decide how they will vote on them. The full set of AGM papers will be shared no later than 10 working days before the AGM.

#### Allocation of risk and liability in the building sector

#### Remit: That LGNZ:

- Engage directly with the Minister for Building and Construction to advocate for a change to the current joint and several liability framework, including examination of the MBIE policy position statement Risk, Liability and Insurance in the Building Sector.
- Make the case for alternatives and changes to joint and several liability through updating
  policy advice and engaging with industry groups.

**Proposed by:** Queenstown-Lakes District Council

Supported by: LGNZ Metro Sector

#### Why is this remit important?

This remit is important because the current joint and several liability approach to building defects sees councils/Building Consent Authorities (BCAs) often being the only party left to compensate homeowners, known as the 'last party standing'.

Ratepayers are therefore bearing a disproportionate burden, affecting the ability of councils throughout Aotearoa New Zealand to carry out core services. Councils are having to borrow money to pay for significant claims to cover the failures of other parties because they are the last party standing, reducing their ability to invest in other council services (e.g. infrastructure, community services etc). There is a presumption in the current system that ratepayers are able to bear these costs that is not tenable.

### **Background and Context**

#### What has caused this issue?

When there are claims by property owners relating to weather tightness and other building defects, the existing joint and several liability rule places the risk of insolvency or lack of insurance of one party onto other parties. This arbitrarily increases the liability of remaining parties (defendants) above their proportionate responsibility.

It is Queenstown Lakes District Council's (QLDC) position that requiring ratepayers to pay compensation where defendants are missing is unjust. QLDC is not unsympathetic to the need for losses to be recovered, but risk management is a shared responsibility. It is important that all participants in the system have clear accountabilities and not be able to escape their share of responsibility by ceasing to operate or liquidating.

Weather tightness and other building defect claims are a national problem.

The joint and several liability system has significant impacts including:

 Rates increases. The settlement of large defective building claims has led to higher borrowing and interest costs for QLDC. The annual cost of the borrowing required to fund the settlements made in the past two years is \$5.3M and the increase in interest costs for

- 2. 2023-24 is \$4.4M, which has a rates effect of 4.03% for the year. The legal and financial challenges facing councils from these claims are ongoing and more costs can be anticipated in the future; it is not an issue that is diminishing.
- Reduced ability to invest in community development. The subsequent effects of funding legal claims through the joint and several liability system include a loss in borrowing capacity, that could result in the reduction of investment in community assets such as parks, libraries, performing arts and recreation facilities.
- 4. A more cautious and demanding building consent function. The risk of being left liable has a negative impact on BCA performance and also creates higher compliance costs for the building sector. It also reduces willingness to consider non-standard solutions which potentially have a higher chance of failure. This negatively affects market performance and innovation that is vital in an era of climate adaptation.

#### **Proposed changes**

It is recommended that the liability framework should change to one of proportionate liability. This would reflect the roles and responsibilities of the parties involved and encourage those best placed to manage the risk (building practitioners) to actively manage it. This should be accompanied by a system of compulsory home warranty guarantee (that is effective) and/or insurance products. The homeowner interest would then be protected and there would no longer be an impediment to moving to proportional liability.

In the alternative, if the joint and several approach to liability remains, it is recommended that there should be a cap on BCA liability. A limit of 20% would be proportionate to the supervisory role BCAs perform under the Building Act 2004 and current apportionments underpinned by meaningful warranties and insurance (with a government underwrite if necessary) for residential properties and significant alterations.

#### What QLDC has already done to address this issue and bring about the proposed change

Alongside a vigorous defense of claims, QLDC is also advocating for a change to the process to address the inequitable outcomes of the current system for rate payers. It is doing this by advocating to central government, partnering with LGNZ in drafting submissions and discussion via the Metro Sector Mayors forum.

MBIE are currently reviewing the building consent process. They have refused to consider or address the impacts of the current liability settings. LGNZ (and QLDC reps in particular) have lobbied to broaden this scope, and the wider industry also seems sympathetic. It is time to escalate the issue with central government beyond officials.

#### How does this remit relate to LGNZ's current work programme?

LGNZ is engaged in the MBIE Review of the Building Consent System through submissions and participation on the Sector Reference Group but does not have a broader advocacy work programme of its own beyond this. And to date, LGNZ's advocacy to political leaders on the issue has been minimal.

Adopting this remit will give LGNZ a stronger and more specific mandate to progress this issue, particularly at the political level, which may assist with achieving greater traction given MBIE officials

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have taken the position that the joint and several liability regime is outside the scope of building consent sector reform programmes.

# How will the proposing council help LGNZ to make progress on this remit?

This is an acute issue for QLDC, but it affects any council that has a BCA function. QLDC is committed to advocating for a change to the current regime, and continuing to work alongside LGNZ, providing policy and strategy support and expertise where needed.

### Is the remit relevant to local government as a whole?

Yes. This remit is about the BCA function of councils, which includes all unitary and territorial authorities.

## Is the remit of a major policy nature?

Yes. This remit deals with joint and several liability within the building sector.

#### **Rates Rebate**

Remit: That LGNZ advocate to Central Government to:

- Raise the income threshold for rates rebate eligibility to enable more low and fixed income property owners access to the rebate
- Adjust the rebate amount in line with inflation and the cost of living
- Investigate options to make rates rebates more accessible for residents by implementing an
  income data sharing process similar to that of Horowhenua District Council and Levin MSD
  office. This will enable Councils to obtain benefit income on behalf of the ratepayer and make
  it easier to apply for the rates rebate
- Investigate options for data sharing between Councils, Internal Affairs and Ministry of Social Development to proactively identify households that qualify for a rates rebate rather than waiting for people to apply.

Proposed by: Horowhenua District Council

Supported by: LGNZ Zone Three

#### Why is this remit important?

Rates rebates are an important mechanism to assist low- and fixed-income ratepayers to pay their annual rates. In this cost of living crisis we are experiencing, more low and fixed income people are experiencing poverty and extreme hard times.

To support and assist all eligible ratepayers, the process should not be onerous, it should be streamlined, accessible and able to be carried out in a way where applicants' dignity is upheld.

#### **Background and Context**

Available from the Department of Internal Affairs, a rates rebate is a partial rebate for eligible, low-income ratepayers who pay rates on their home to a Council.

The Rates Rebates Scheme provides a rebate for eligible applicants who need to apply each year and:

- Provide the total household income, before tax;
- Complete the rates rebate application form;
- If applicable, complete the retirement village or company-share declaration form; and
- Return their application to the relevant Council by 30 June each year.

To apply for the rebate, applicants must be:

- Living in their own home on 1 July of the current rating year
- Listed as the ratepayer in the Council's Rating Information Database (RID).

Looking to streamline the application process for a rates rebate, in 2022, Horowhenua District Council worked with the Levin Ministry of Social Development (MSD) office to implement a 'Rates Rebate MSD Wavier Form'. This form was designed to provide Council with customer income details to assist with the rates rebate application process. Once the form was signed by the property owner, it was lodged with MSD who then confirmed income details with Council. This removed the need for the applicant to travel to the MSD, as well Council, to provide proof of income, which can be a burden to the process and it made the process smarter and less time consuming.

As this is currently a process unique to the Horowhenua District Council and Levin MSD, it is proposed that this process and any income/data sharing initiatives be implemented into the application process country-wide.

It is also proposed that enhancements to data sharing between Councils, the Department of Internal Affairs and MSD be investigated with the aim of streamlining the process and ensuring that those who are eligible, receive the rebate, through using available incomes and rates information.

Further, it is proposed that the threshold for eligibility is lowered to enable more low- and fixed-income property owners access to the rebate. With high inflation and household costs rising over the past two years, more households are struggling including those on low and fixed incomes. An increase in the eligibility for a rates rebate, by lowering the income threshold would assist those who are potentially most vulnerable in our community.

### How does this remit relate to LGNZ's current work programme?

This remit is aimed at advancing a similar remit passed at the 2020 AGM:

"That LGNZ works with the Government to lift the level of rates rebates available for low- and fixedincome property owners – with yearly increases taking into account the cost for inputs into local government services."

LGNZ is still to make substantial progress on the 2020 remit.

# How will the proposing council help LGNZ to make progress on this remit?

A member of the Horowhenua District Council Executive Leadership Team and members of the Finance Team with rates rebates expertise are open to working with LGNZ to progress this work for the benefit of New Zealand's low-income ratepayers.

#### Is the remit relevant to local government as a whole?

Yes.

#### Is the remit of a major policy nature?

Yes: rates rebates are an important mechanism to assist low- and fixed-income ratepayers to pay their annual rates. Due to the cost-of-living crisis, more low- and fixed-income ratepayers are experiencing financial difficulty.

#### **Roading/Transport Maintenance Funding**

#### Remit: That LGNZ:

- Publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets.
- Consider and pursue other avenues including the Office of the Auditor General to seek resolution of the issues facing the country in relation to the systemic rundown of our national roading infrastructure.

**Proposed by:** New Plymouth District Council

Supported by: Kāpiti Coast District Council, Whanganui District Council, Palmerston North

City Council, Grey District Council, Waipā District Council, Matamata-Piako District Council, Rotorua Lakes Council, Thames-Coromandel District Council, Masterton District Council, Whakātane District Council, Far North District Council, South Taranaki District Council, Rangitīkei District Council, Tasman District Council, Wairoa District Council, Waimakariri District Council, South Waikato District Council, Kaikōura District Council, Waikato District Council, Hamilton City Council, Mackenzie District Council, Central Hawke's Bay

**District Council** 

#### Why is this remit important?

The current state of national highways is unacceptable. Sufficient increase in funding is required to achieve a national average for remaining seal life of no less than 3.6 years (pre-2010 levels) across the state highway network. This needs to be done within the next 10 years, in partnership with councils, and with corresponding asset health improvements on local roads, to ensure the safety of all New Zealanders. Other avenues to seek resolution from include the Auditor-General, relevant Ministers and the Transport and Infrastructure Select Committee.

#### **Background and Context**

Waka Kotahi's maintenance and renewal programme has clearly been insufficient to maintain asset health measured via the average remaining seal life. There are numerous media reports about the issues being faced across New Zealand.

Graph 1 (attached in Appendix #) shows the average remaining seal life of state highways by region. This information was obtained under the Official Information Act 1982 from Waka Kotahi. It shows the significant decline in the average seal life of state highways. Nationally, the average remaining life in 2010 was 3.6 years. In 2018 this declined to around 1.8 years and remains steady. However, at a regional level there are large discrepancies.

In 2010 every region had an average remaining life of between 2.9 and 4.4 years (a range of 1.5 years difference). By 2023 the range was from -0.6 to 3.3 years (a range of 3.9 years) with four regions having a seal age of less than one year, including Hawke's Bay which recorded its seventh year with an average of less than zero.

The issue nationally is predominantly with chipseal roads rather than asphalt mix, with some exceptions. In 2023, across chipseal roads, five regions have an average remaining life of less than one year, with Hawke's Bay's roads again below zero. Within asphalt roads, Southland set an unfortunate record with an average remaining life of -2.5 years. Graph 2 (attached) shows the average remaining life of different surface types by region today.

Last year LGNZ commissioned Infometrics to undertake a report into trends in road transport funding<sup>1</sup>. That report noted that funding for roads per kilometre travelled only increased by 0.8% p/a in the five years to 2021, whilst construction costs increased 1.1% p/a in the same five years. That report ended its analysis in 2021. With considerable cost inflation over the past two years and decreased land transport revenue due to Covid, it is almost certain that the funding gap has grown even further. Inflation for Heavy and Civil Engineering Construction peaked at 15.1% pa in the September 2022 quarter<sup>2</sup>.

That increased funding gap to roads is likely to result in even further pressure on state highway maintenance and lifespans. The national stabilisation of the average remaining life of state highways may falter in the coming years, seeing further downward movement. Such a decrease will see more parts of the state highway network fail.

This year the Government is developing its next Government Policy Statement on Land Transport (the GPS). The GPS sets the funding buckets for Waka Kotahi. Influencing the development of the next GPS is one key way in which to ensure regional state highways do not continue to deteriorate. The Land Transport Management Act specifically states the Minister must regard the views of LGNZ. This remit therefore proposes a position for LGNZ.

### How does this remit relate to LGNZ's current work programme?

Following the commissioning of the Infometrics report, there is further work to be done to ensure New Zealand's roading infrastructure reaches an acceptable quality level. LGNZ need to have input into the development of the next GPS and undertake a much wider advocacy role by:

- Seeking further investigations from the Auditor-General on state highway maintenance and asset management practices. This will build on the 2020 investigation into the Network Outcomes Contracts<sup>3</sup> which highlighted poor performance measures for network performance.
- Meeting with relevant Ministers (including Transport, Infrastructure and Finance) on issues with the funding, renewals and asset management of state highways, to highlight the outlined issues.
- Meeting with the Transport and Infrastructure Select Committee and its members at appropriate times to highlight these issues, such as during the annual review of Waka Kotahi.

Progressing this remit would form part of LGNZ's existing, broader advocacy work on transport.

<sup>&</sup>lt;sup>1</sup> https://www.lgnz.co.nz/assets/PDFs/Analysing-trends-in-road-transport-funding-November-2022.pdf?vid=3

<sup>&</sup>lt;sup>2</sup> https://www.stats.govt.nz/information-releases/business-price-indexes-december-2022-quarter/

<sup>&</sup>lt;sup>3</sup> https://oag.parliament.nz/2020/nzta-contracts

# How will the proposing council help LGNZ to make progress on this remit?

New Plymouth District Council would be available in an advocacy/committee member capacity to provide input and feedback as LGNZ undertake the tasks outlined in this remit.

### Is the remit relevant to local government as a whole?

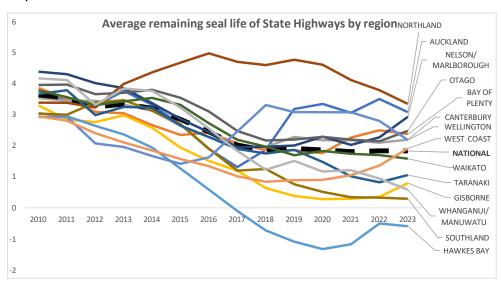
Yes. This remit is about addressing the rundown of our national roading infrastructure and increasing the funding available for the network as a whole. The 23 councils that supported it represent five out of six LGNZ zones, showing it's an issue across local government.

## Is the remit of a major policy nature?

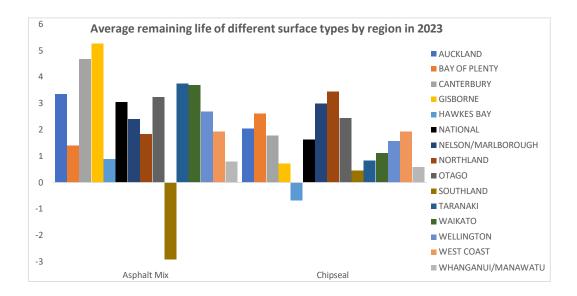
Yes. This remit deals with national funding and a large, system-wide issue that affects the safety of our roads for all New Zealanders.

# **Supporting Document**

Graph 1



Graph 2



#### Local election accessibility

**Remit:** That LGNZ ensure Local Government Elections are fully accessible by advocating to central government to make local government candidates eligible for the Election Access Fund.

Proposed by: Whangārei District Council

Supported by: LGNZ Zone 1

### Why is this remit important?

This remit aims to ensure Local Government Elections are fully accessible to disabled people who decide to stand as a candidate.

This requires action as disabled people make up 25% of New Zealand's population, which makes it the largest minority group. Yet there is almost no representation of people with disabilities in both central and local government.

#### **Background and Context**

Local government elections have been inaccessible to candidates with disabilities.

The Election Access Fund (the Fund) currently operates for disabled people who are standing for parliament in the general elections. At present, the Fund does not extend to disabled people standing for local elections.

The disability community tend to have lower disposable incomes than the rest of the population. This makes access to council positions extremely difficult. It is a non-accessible environment, and the general cost of campaigning and other council-associated expenses are prohibitive.

The Fund can be used to pay for disability related costs during selection or campaigning, such as, accessible transport to events or meetings, or New Zealand Sign Language Interpreters.

At the time of the establishment of the Fund, while there was extensive consultation with disability organisations, the disability community expressed deep disappointment that the fund was limited to general elections. The rationale for the exclusion is unclear.

There is no good reason for such exclusion, and it diminishes the principle of enabling disabled people to stand for political roles and undermines New Zealand's commitment to Article 29 of the United Nations' Convention on the Rights of Persons with Disabilities.

We know that representation is critical for creating change for any group of people. As the largest minority in New Zealand and in the world, disabled people lack political representation, which leads to poor outcomes.

Having a voice in local government provides a different lens on various issues and has the potential to make a significant difference to disabled people and the wider community.

Whangārei District Council feel that this remit is an obvious extension of a provision that is already in place at central government level.

### How does this remit relate to LGNZ's current work programme?

LGNZ's vision is to create the most active and inclusive local democracy in the world. Therefore this proposed remit fits squarely in the space of ensuring inclusive participation in local government. Progressing this work could form part of the work LGNZ is already doing to promote greater diversity, equity and inclusion in local government.

# How will the proposing council help LGNZ to make progress on this remit?

Whangārei District Council will support the implementation of the remit to ensure that local accessibility issues are addressed, to enable inclusivity throughout the local government election cycle.

Is the remit relevant to local government as a whole?

Yes.

Is the remit of a major policy nature?

Yes.

# **Supporting Document**



#### LGNZ Remit - Election Access Fund for Local Elections

**Submission:** The Disability Advisory Group request that Whangarei District Council (alongside other Northland councils) supports and submits a remit to LGNZ for the Election Access Fund to be extended to local body elections.

Disabled people make up 25% of New Zealand's population, which makes it the largest minority group. Yet there is almost no representation in both central and local government.

It is important that people with lived experience of disability receive the support they need to run in both general and local body elections. Disabled people have a different lens to many issues and lack representation.

There is no reason why this access fund should not be applicable to local government elections. New Zealand ratified the United Nation Convention on the Rights of Persons with Disability (UNCRPD), in 2008. Article 29 of the Convention is Participation in political and public life. The fund is a direct response to that Article.

**Background**: The Election Access Fund currently operates for disabled people who are standing for parliament in the general elections. At present, this fund excludes disabled people standing for local elections.

"The purpose of the Fund is to reduce cost barriers faced by disabled people by covering disability-related costs which non-disabled candidates do not face. The Fund covers both seeking selection to be a candidate, and campaigning as a candidate. The Fund will enable the Commission to pay for additional costs that candidates incur because of their disability when organising and preparing to stand for Parliamentary elections.

The Fund does not cover local body elections."

Retrieved from the Electoral Commission website: elections.nz

The disability community tend to have lower disposable incomes than the rest of the population. This makes access to council positions extremely difficult. It is a non-accessible environment, and the general cost of campaigning and other council-associated expenses are prohibitive.

The Fund can be used to pay for disability related costs during selection or campaigning. For example, accessible transport to events or meetings, or New Zealand Sign Language Interpreters.

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At the time of the establishment of the fund, while there was extensive consultation with disability organisations, the disability community expressed deep disappointment that the fund was limited to general elections. The rationale for the exclusion is unclear.

There is no good reason for such exclusion, and it diminishes the principle of enabling disabled people to stand for political roles and undermines NZ's commitment to Article 29 of the UNCRPD.

We know that representation is critical for creating change for any group of people. As the largest minority in NZ and in the world, disabled people lack political representation, which leads to poor outcomes. Northland elected members should also note that their region has the second highest rate of disability at 29% according to the 2013 Disability Stats (which is being conducted again this year).

Having a voice in local government provides a different lens on various issues and has the potential to make a significant difference to disabled people and the wider community.

#### Ability for co-chairs at formal meetings

**Remit:** That LGNZ explores and promotes options that enable councils to make greater use of cochair arrangements for standing committees, joint committees and sub committees.

**Proposed by:** Northland Regional Council

Supported by: LGNZ Zone 1

#### Why is this remit important?

There is currently a lack of clarity around what arrangements councils can adopt to enable co-chairs for standing committees, joint committees and sub-committees. This is despite growing emphasis on increasing diversity in our governing arrangements, including by the Future for Local Government Review. Enabling councils to easily appoint co-chairs is one way to increase diversity and inclusion by providing opportunities for under-represented groups, including Māori, to take a more active role in local governance. More clarity is needed for councils on how to adopt effective co-chairing arrangements.

### **Background and Context**

The Northland Regional Council (NRC), like many councils in New Zealand, has been continually looking at the different ways it can work effectively with its Te Tiriti o Waitangi partners. To deliver on that commitment it has established a number of joint committees and working parties, for example a Joint Climate Change Adaptation Committee. This committee was established in 2021 by the four Northland councils to ensure an effective, efficient, and equitable response to the impacts of climate change. The joint committee has 50/50 membership with each council appointing an elected member and an iwi/hapu representative. It believes that this committee would benefit from a co-chairing arrangement.

There is currently a lack of clarity around whether joint committees, standing committees and sub-committees can have co-chairs. Making it easier for councils to adopt co-chair arrangements would help to increase diversity and inclusion in local government decision-making.

Co-chair arrangements can also be a helpful way of building knowledge and skills amongst new elected members who may have little experience of local government – especially representatives from sectors of communities who are often under-represented, such as youth and migrant communities. Working alongside existing chairs can help to de-mystify council processes and support councils and communities to develop a more diverse and inclusive group of future leaders.

This remit would give LGNZ scope to explore current barriers to co-chair arrangements, find ways to overcome those barriers, and undertake work to support councils to make greater use of co-chair arrangements, for example providing guidance and/or sharing best practice examples.

### How does this remit relate to LGNZ's current work programme?

The particular issue the remit raises is not currently part of LGNZ's work programme. However, it aligns with two of LGNZ's goals: that more people value and participate in local government, and stronger Te Tiriti-based partnerships between local government and Māori. The remit also aligns with LGNZ's focus on increasing diversity and inclusion in local government, and the Future for Local Government Review's focus on increasing participation in local government. This remit proposes taking action that would enhance that existing work.

# How will the proposing council help LGNZ to make progress on this remit?

NRC would be advocates, alongside LGNZ, for any necessary changes in legislation required to provide the ability for Co-Chairs on council standing committees, joint committees and sub committees.

## Is the remit relevant to local government as a whole?

Yes

### Is the remit of a major policy nature?

Yes: the remit provides an option for increasing diverse and inclusive participation in council decision-making processes. This would also help to ensure local governance practice reflects the content and spirit of Te Tiriti o Waitangi.

#### Parking infringement penalties

**Remit:** That LGNZ advocate to central government to enable councils to determine penalties for parking infringements.

Proposed by: Whangārei District Council

Supported by: LGNZ Zone 1

#### Why is this remit important?

Currently penalties for parking infringements are set by legislation and are not appropriate for the cost of resourcing the infringements, nor set at a level that is appropriate for the infringement.

#### **Background and Context**

Currently the Land Transport (Offences and Penalties) Regulations 1999, Schedule 1B Part 1 sets the amount for parking infringements and the Transport (Towage fees) Notice 20204 sets the towage fees.

Whangarei District Council is currently charging the allowable amounts under this legislation but is unable to recover actual public land towing costs from the vehicle owner.

This remit advocates for penalties to be able to be set at a local level so that they are appropriate to the costs, with particular focus on:

- ensuring that clearway towing fees allow councils to recover full costs associated with towing on clear ways, and
- allowing councils to consider increases to infringement fees for misuse of disability parking spaces.

#### How does this remit relate to LGNZ's current work programme?

LGNZ is not currently working on this particular issue. However, this remit aligns with LGNZ's priority to campaign for greater local decision-making and localism, in that it advocates for councils setting parking infringement penalties at a local level that resonate with the local community - to ensure rate payers are not subsidising these activities and that those misusing services are contributing appropriately.

# How will the proposing council help LGNZ to make progress on this remit?

Whangarei District Council will support any proposed changes to the legislation that will allow for parking infringements to be set at a local level, and will also provide support if the preferred approach is to update legislation to ensure parking infringements are in line with current resourcing costs for these infringements.

# Is the remit relevant to local government as a whole?

Yes. This remit calls for legislative change to the Land Transport (Offences and Penalties) Regulations 1999 to allow all councils to determine penalties for parking infringements and towage fees appropriate to their local area.

## Is the remit of a major policy nature?

In part. This remit is calling for legislative change, but it is a relatively narrow request and we need to test members' level of interest further.

### Rural and regional public transport

#### Remit: That LGNZ:

- Acknowledges the Government stated support for a major uplift in all urban bus networks nationwide under New Zealand's first emission reduction plan.
- Calls on the Government and opposition parties to commit to increasing investment in public transport for rural and regional communities to support access to essential services and amenities, vibrant rural communities and just transition to a low emission transport system.

Proposed by: Waikato Regional Council

Supported by: Zone 2 Meeting May 2023. Remit discussed and received unanimous

support.

## Why is this remit important?

Improving public transport is both an opportunity to reduce transport emissions and support a just transition to a low emission economy by providing a cheap alternative to increasing costs of owning and running a conventionally fuelled car.

A lack of explicit support for rural and regional public transport services means these communities will be exposed to the wider suite of policy shifts supporting a transition to a low emission transport system, without any meaningful alternative transport options.

Many of New Zealand's rural and regional communities have high proportions of people on low and fixed incomes and for whom the financial or practical barriers to owning an electric vehicle will be too great.

Sustainable funding for these rural and regional public transport solutions will be important to provide rural and regional communities the confidence that they will not be left behind as New Zealand transitions to a low emission transport system.

#### **Background and Context**

The Government's emission reduction plan (2022) and subsequent policy and transport funding opportunities including Climate Emission Reduction Fund opportunities, are targeted at optimising investment in terms of carbon emission reductions.

Meanwhile several policies that were specifically intended to support a just transition have been recently abandoned and investment signals for rural and regional public transport have been muted.

Investing in rural and regional public transport is a strategic and sustainable way to improve the quality of life and economic opportunities for people living outside urban areas. Rural and regional public transport can provide multiple benefits, such as:

- Access for people on fixed incomes: Many rural residents, especially the elderly, disabled, and low-income groups, do not have access to private vehicles or cannot afford to use them frequently. Public transport can offer them a more affordable and reliable way to access essential services, such as health care, education, shopping, and social activities. Public transport can also reduce their isolation and enhance their well-being.
- A just transition to a low carbon transport system: Public transport can help reduce
  greenhouse gas emissions and air pollution by shifting people away from using private
  cars. Public transport can also support the development of renewable energy sources,
  such as biofuels, solar, geothermal, and wind power, by providing the infrastructure and
  demand for them. Public transport can also contribute to climate change adaptation by
  improving the resilience of rural communities to extreme weather events and natural
  disasters.
- Support for local economies: Public transport can link people with essential services
  such as healthcare. Public transport can also be an important force in supporting local
  economies by connecting residents (especially non-drivers) with local businesses and job
  opportunities. Public transport can also attract tourists and visitors to rural areas,
  creating more income and employment opportunities.

It is important to note public transport does not just mean a 30-seater bus. Public transport authorities like the Waikato Regional Council are becoming increasingly innovative with the services they provide and support – be they community transport services or on-demand mini-bus services, the solutions being increasingly tailored to needs of local communities.

#### How does this remit relate to LGNZ's current work programme?

Transport affordability and accessibility is already a part of LGNZ's policy and advocacy work programme, but there's no current work to gain cross-party support for better public transport for rural and regional communities. Work to progress this remit could be integrated into LGNZ's broader transport advocacy work programme.

# How will the proposing council help LGNZ to make progress on this remit?

Waikato Regional Council did not specifically outline how it might work with LGNZ on progressing this remit in its application form but noted:

Many public transport authorities such as the Waikato Regional Council are already providing some rural and regional public transport services in the form of Total Mobility (subsidised taxi fares), support for community transport service providers, and some more traditional bus-based public transport

These have been highly valued by those communities, providing many people with affordable access to essential services and amenities.

Demand for these services is growing, however the ability to afford the council or National Land Transport Fund shares is increasingly constrained.

# Is the remit relevant to local government as a whole?

Yes. This remit is most relevant to rural and regional councils but aims to reduce New Zealand's transport emissions overall. Improved regional public transport will also benefit provincial and metropolitan councils.

## Is the remit of a major policy nature?

Yes. This remit is dealing with public transport investment and a just transition to a low carbon transport system.

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### **Establishing resolution service**

#### Remit: That LGNZ:

 Investigates the creation of an LGNZ independent, national process to handle complaints or concerns, ensuring fairness, protection, and accountability in local government.

 Works with the Local Government Commission<sup>4</sup> to implement findings from its September 2021 Report – Local Government Codes of Conduct<sup>5</sup>

Proposed by: Hutt City Council & YEM

Supported by: Invercargill City Council, Far North District Council, Hauraki District Council,

Central Otago District Council, Hutt City Council, Selwyn District Council,

Porirua District Council

### Why is this remit important?

This remit is critically important as it addresses the pressing issue of a lack of a proportionate, flexible, responsive, and independent process/service for handling complaints and concerns in councils and escalating issues within local government.

### **Background and Context**

The proposing and support councils and the Young Elected Members' Committee acknowledge that issues arise across local government that require a range of interventions – from education, mentoring, support, facilitation, mediation, inquiry, investigation, or review.

The absence of a national, standardised and independent process that triages complaints and concerns provides the right intervention for the issue, and managing escalation for complaints within local government has led to the pressing need for action. Currently, councils oversee their own problems on an ad-hoc basis, leaving many complaints unanswered and individuals hesitant to come forward. This lack of a clear and impartial process undermines transparency, accountability, and public trust in local government. It also fails to provide legal protection for complainants and increases the risk of defamation. The Code of Conduct inquiry is often very expensive and results in sanctions (if approved by a majority of Councillors in some cases) in what can only be called the "wet bus ticket".

The intense scrutiny placed on local body governance by the community emphasises the need for regular external support to drive positive change. Without such support, unresolved issues can

<sup>&</sup>lt;sup>4</sup> Referred to as LCG for the balance of this remit

<sup>&</sup>lt;sup>5</sup> Local Government Codes of Conduct/ Ngā tikanga whanonga Kāwanatanga ā-Rohe, Report to the Minister of Local Government, September 2021, Wellington report found here.

ultimately lead to the involvement of the DIA and the appointment of a commissioner, representing a worst-case scenario.

Relevant legislation, policy, or practice has not adequately addressed this issue, resulting in gaps and inconsistencies in handling complaints. Code of Conduct process enables the issue to be escalated to the Chief Executive. Informal conduct complaints are to be escalated to the Mayor, however if the Mayor is part of the problem this doesn't provide for a safe environment.

If a councillor is to escalate to a Code of Conduct complaint, often this results in a very public fight which also generally results in a public apology that doesn't really resolve anything.

It appears that where there is no national process or independent forum in which to take these issues, issues have been left to escalate or fester leading to governance breakdowns.

The absence of legal protection for complainants further exacerbates the problem, discouraging individuals from raising legitimate concerns.

We acknowledge that the process of investigation opens local government up to media scrutiny and often fails to protect the complainants coming forward. While this is keenly felt by the communities in which it is occurring, it also does a disservice to local democracy and local government generally.

Given the degree of intense community scrutiny on local body governance, regular and external support is often necessary to shift the dial.

Many terms of reference used to investigate complaints often fail to address the core issues comprehensively. Consequently, the necessary outcomes required to restore confidence in councils or individuals are not adequately addressed, resulting in slow progress and ongoing dissatisfaction.

By establishing a comprehensive framework that includes a complaints/issues/support/mediation forum and a tiered escalation process, this remit aims to promote fairness, protect complainants, restore public confidence, strengthen local democracy, and ensure timely and effective issue resolution as well as being cost effective for councils.

Taking action is crucial to uphold good governance, address grievances, and maintain the integrity of local government institutions.

#### How does this remit relate to LGNZ's current work programme?

While there have been some conversations about the need for a national service for addressing complaints about member conduct (including with central government), and LGNZ does provide support to councils, including on an "as requested" basis and by providing a model Code of Conduct at the start of each triennium, work to develop a national, independent process/service is not one of LGNZ's current work priorities.

Work on this remit would align with LGNZ's vision of New Zealand being the most active and inclusive local democracy in the world, and LGNZ's goal that more people value and participate in local government.

## How will the proposing council help LGNZ to make progress on this remit?

The proposing and supporting councils and Young Elected Members' Committee have all expressed a willingness to support LGNZ with work to progress this remit, including sharing relevant experience and assisting with engaging with Ministers, officials and the Local Government Commission.

## Is the remit relevant to local government as a whole?

Yes.

## Is the remit of a major policy nature?

Yes: At some stage, virtually all councils will have faced the issue of member misconduct. The tools currently available for dealing with such issues are widely seen as inadequate. There is a need for a proportionate, flexible, responsive, and independent process/service for handling complaints and concerns in councils and an approach that is consistent across all councils.

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#### Earthquake prone buildings

**Remit:** That LGNZ investigate and report to members on ways to help councils and communities that are struggling with the time frames in the Earthquake Prone Building (EPB) sections of the Building Act and council policies pertaining to Priority Thoroughfares.

Proposed by: Manawatū District Council

Supported by: LGNZ Zone 3

## Why is this remit important?

Timeframes to strengthen or demolish earthquake prone buildings (EPBs) range from 50 years in low earthquake risk zones in New Zealand to 7.5 years in high-risk zones where councils have implemented Priority Thoroughfares. As the clock has been ticking for a while, that 7.5 years is already down to less than 5 years. These building owners have been issued notices under the Building Act to strengthen or demolish by a certain date.

While some strengthening has, and is taking place, it is clear that many EPBs will not be strengthened or redeveloped within the required short timeframes. These communities face the prospect of vacant sites, and worse still, abandoned buildings.

In many cases these EPBs have stood through many earthquakes for 70-140 years and they have considerable heritage value, but not necessarily with any real heritage protection, and they add positively to the character and aesthetic quality of towns and cities.

EPB owners have major concerns about what will happen in March 2028 when their 7.5 years is up, and other dates in other communities. In many cases they either can't afford to strengthen in the timeframe, or it is not currently financially viable to do so in the current commercial real estate marketplace. There are many cases where the property value is Land Value only, or Land Value less the cost of demolition. The buildings currently provide no added value to the value of the land.

This remit aims to address the timeframes of Priority Thoroughfares in particular, which were imposed as policy by councils, and which triggered the issuing of Building Act notices to strengthen or demolish by a certain date. The issuing of these notices seems to be more difficult to change than amending Priority Thoroughfare policies.

Manawatū District Council is concerned that town and city centres may be destroyed by legislative and policy decisions, rather than by an actual earthquake.

#### **Background and Context**

Some towns and cities with low commercial rents and low commercial property values are struggling with the financial viability and affordability of either earthquake strengthening or redeveloping within the short timeframes. These towns and cities have lower pedestrian counts, and therefore earthquakes are of lower risk to human life than in larger cities with higher rents and values, and where both strengthening and redeveloping is more viable.

The legislation gave no criteria in terms of pedestrian or traffic count for Priority Thoroughfares. It was left for councils to decide, and some councils implemented Priority Thoroughfares and some with similar town centres did not. Communities have building owners who are prepared to make progress with strengthening if a longer timeframe existed but are not prepared to commence strengthening knowing that they can't complete all of the work required within the short timeframe required. This is an unforeseen consequence of the short timeframes of the legislation and Priority Thoroughfare policies. Instead of the buildings becoming safer over time, the short timeframe has meant that no safety improvements are taking place in many cases.

An example of this is a prominent two-storey Hotel in Feilding, being a reasonably large Edwardian building built using unreinforced masonry, as are many of Feilding's EPBs. This is a most attractive building voted by the Manawatū community to be their favourite Feilding town centre building. The rent is circa \$70,000 P/A, and the cost to strengthen is circa \$2,000,000 with likely another \$2,000,000 required for renovation. The current use and rental doesn't justify the investment within 5 years. Another use or uses will be required to justify the investment and this will likely happen in the future, but such changes take time.

This remit hopes that compromise solutions, that remove the risk to human life in a timely manner, but in affordable and viable ways will be explored, such as extending the timeframe for strengthening lower-risk parts of buildings. The proposing council recognises that a range of options may be appropriate – including legislative and policy options – and so is keen that these are looked at

Manawatū District Council has done a lot to help get EPBs strengthened. It has organised subsidised engineering reports through Heritage Equip, held seminars, sought advice, found a strengthening company that offers a fixed price package deal at a good price and without the need for occupants to vacate the building. Along with a few other councils Manawatū District Council has achieved a change in the regulations that lifted the financial threshold for relatively minor work before the full provisions of the Building Act are triggered. It has advocated to MPs from all political parties.

#### How does this remit relate to LGNZ's current work programme?

LGNZ is not currently actively working on this issue but has done work around EPB legislative and policy settings in the past. LGNZ has access to political parties, central government officials and other national stakeholder organisations that could help local government to make progress on this issue.

## How will the proposing council help LGNZ to make progress on this remit?

Several members of Manawatū District Council will assist in any way possible (including participating in working groups, providing case studies and practical examples and experience when engaging with political parties) and will continue with their own efforts and share any useful information.

#### Is the remit relevant to local government as a whole?

The problem of EPBs affects many councils and communities throughout New Zealand, and particularly those in high- and medium-risk earthquake zones. With less than five years to go for some councils, there is an urgent need to find a compromise solution.

Is the remit of a major policy nature?

Yes

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#### KiwiSaver contributions for elected members

**Remit:** That LGNZ ask the Government to amend the law to enable councils to make contributions to an elected members' KiwiSaver scheme.

Proposed by: Hamilton City Council & promoted by CBEC

**Supported by:** Queenstown Lakes District Council, Palmerston North City Council, New

Plymouth District Council, Kāpiti Coast District Council. Far North District

Council

## Why is this remit important?

Currently, elected members are treated as independent contractors, with no entitlement to employer KiwiSaver contributions, or KiwiSaver deductions. This could be viewed as a disadvantage and a barrier to people standing for election, as the loss in KiwiSaver employer contributions can be in the tens of thousands by the time someone retires from public politics. This leaves elected members without employer contribution support for their retirements, which is provided to most other New Zealanders.

## **Background and Context**

Currently, elected members are considered independent contractors, rather than employees of Council. As such, they are expected to set aside their own KiwiSaver contributions and do not receive any employer contribution.

Members of Parliament became eligible for KiwiSaver, but local government elected members are not. The Remuneration Authority Report on Members of Parliament Remuneration (July 2021) states 'MPs elected after 1992 are entitled to a superannuation subsidy contribution. The scheme can be KiwiSaver or registered retirement savings...'

Hamilton City Council is advocating for changes to the Employment Relations Act 2002 to allow KiwiSaver deductions to be taken from elected members' remuneration, and for employer contributions to be allocated.

The topic of elected member remuneration has been addressed in the draft report *He mata whāriki, he matawhanui*, prepared as part of the Review into the Future for Local Government, resulting in the key recommendations 17 and 18 as set out below:

- 17 That central and local government, in conjunction with the Remuneration Authority, review the criteria for setting elected member remuneration to recognise the increasing complexity of the role and enable a more diverse range of people to consider standing for election.
- 18 That local government develops a mandatory professional development and support programme for elected members; and local and central government develop a

shared executive professional development and secondment programme to achieve greater integration across the two sectors.

Hamilton City Council strongly believe that as a sector we should continue to advocate for changes to remuneration (such as those outlined above) to ensure local governance roles remain attractive.

## How does this remit relate to LGNZ's current work programme?

This proposed remit aligns with LGNZ's strategy and policy priorities, including its vision that New Zealand is the most active and inclusive local democracy in the world, and its goal that more people value and participate in local government.

While the issue of KiwiSaver deductions and employer contributions has been highlighted in various submissions LGNZ has made in the past, there has been no official communication to the Minister of Local Government about the implications of elected members not being eligible for KiwiSaver deductions or employer contributions from councils.

## How will the proposing council help LGNZ to make progress on this remit?

Hamilton City Council will continue to advocate for these changes.

## Is the remit relevant to local government as a whole?

Yes.

## Is the remit of a major policy nature?

Yes: remuneration is a critical factor that citizens consider when deciding to stand or not for election.

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#### **Audit NZ Fees**

**Remit:** That LGNZ calls on central government to take action to reduce council audit fees by:

revisiting the scope and requirements of reporting and auditing on councils

 conducting a review on the practice of audit in councils and work on best practice guidance to streamline this process

This review should examine whether the reporting and audit requirements of councils are consistent with the level of reporting and audit that is required of other public entities.

Proposed by: Whanganui District Council

Supported by: New Plymouth District Council, Horizons Regional Council, Palmerston North

City Council, Stratford District Council, Selwyn District Council

#### Why is this remit important?

While reporting and audit requirements are important for transparency and accountability, the scope of them are constantly inflating as council work programmes and rates intakes increase over time. These costs are then passed back to the ratepayer during a cost-of-living crisis and with food and housing insecurity steadily increasing. The scale and content of reporting and auditing needs to be reviewed to ensure that they are being conducted efficiently, relate to information that is relevant to the community and to council fulfilling its statutory duties, and is not overly onerous on under-resourced councils.

#### **Background and Context**

Local authorities have significant reporting requirements under the Local Government Act 2002 (LGA). These include annual reports, which review financial and service performance for the preceding financial year, and Council-Controlled Organisation (CCO) reports, and audits of Long-Term Plans and Long-Term Plan amendments. In the interests of transparency and accuracy, these reports are required to be audited under the LGA.

The Auditor General is the auditor of all public entities and they determine who will audit specific organisations. Council audits are conducted by Audit New Zealand. We understand that some councils' CCOs have permission to seek other audit providers, but for the vast majority of councils Audit New Zealand is the only allowable provider.

Councils are legally required to conduct an audit but do not have the ability to choose between multiple organisations to conduct it, which prevents competition on cost. Further, there are barriers to the timing and efficiency of the annual audit due to only being able to use one provider. While Whanganui District Council (Council) agrees that the audit is a critical function that provides assurance on information contained within our reports, it questions whether the financial and staffing costs of audits are now exceeding the benefit provided to our communities.

Reporting and auditing are a key part of local democracy. Reporting is a necessary factor for transparency and accountability both to central government and to the communities that councils

serve. Audits ensure that the information being reported is full, accurate, and meets all its requirements under legislation.

Whanganui District Council is also aware of the technical difficulty of conducting audits. Even when conducted by organisations with extensive experience, auditing council financial reports involves working through a significant amount of financial information and highly technical analysis and close familiarity with the accounting standards financial reports are held to.

The amount of work needed to complete an audit also increases over time in line with the amount and complexity of information going into council reports. Councils have increasing expenditure and increasing workloads over time, both internally as a result of work undertaken on behalf of their communities, and externally as outside pressures such as economic conditions, legislation and pressing issues like housing require more direct local investment and management.

## How does this remit relate to LGNZ's current work programme?

This is an issue for the entire sector, with many councils expressing concern over the extent of fees required for obligatory audits of our reporting. It aligns with responsiveness to the needs of local government by taking action on a mandatory cost that local government bodies have no control over.

Advocacy on this issue aligns with LGNZ's commitment to localism and championing local voice on issues that are having significant impact at the local level.

LGNZ is aware of members' concerns about audit fees and has been having a number of conversations with Audit New Zealand, the Minister and central government officials. However, this remit would add further weight to the importance of the issue.

## How will the proposing council help LGNZ to make progress on this remit?

Whanganui District Council will submit on consultations run by either central government or LGNZ.

## Is the remit relevant to local government as a whole?

Yes: all councils are currently required to pay audit fees.

Is the remit of a major policy nature?

Yes.

## 6.9 PROPOSED TERMS OF REFERENCE FOR TE KUAKA - TE AO MĀORI COMMITTEE

File Number: A4247644

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### TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Council's adoption of the draft terms of Reference for Te Kuaka – Te Ao Māori Committee.

## WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Council has created a Te Kuaka Te Ao Māori Committee.
- Council have held a workshop with representatives from Te Kahu o Taonui to discuss potential terms of reference and how the Committee could work.
- A Terms of Reference has been drafted to provide scope and responsibilities for the Committee, informed by discussion at the workshop.

## **TŪTOHUNGA / RECOMMENDATION**

That Council adopt the attached Te Kuaka – Te Ao Māori Committee terms of reference.

## 1) TĀHUHU KŌRERO / BACKGROUND

At the 15 December 2022 Council meeting, a resolution was passed to establish Te Kuaka - Te Ao Māori Committee, and for Terms of Reference (ToR) to be confirmed for Council adoption at a later date. On 16 May 2023 staff facilitated a workshop with the Mayor, Councillors and representatives from Te Kahu o Taonui (TKoT) to gather views on the purpose and objectives of the Committee. Using the information from the workshop, the attached terms of reference has been developed for your consideration.

## 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Some of the feedback from the workshop was very task specific the drafted terms of reference are deliberately high level to reinforce the governance oversight and encompass multiple aspects of interest.

At the workshop representatives from TKoT were clear that attendance at meetings would depend on agenda items, areas of interest and availability from the members. The terms of reference therefore includes all members of Te Kahu o Taonui as members, but with only 2 required to convene a meeting.

While it would also be ideal for the Chairperson/Deputy Chairperson roles to be shared between FNDC and TKoT representatives, without having confirmed representation from TKoT it is recommended that the role remain with FNDC representatives.

#### TAKE TÜTOHUNGA / REASON FOR THE RECOMMENDATION

To confirm the scope and responsibilities of Te Kuaka – Te Ao Māori Committee.

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

There is existing operational budgets to support this Committee, including the provision for a Kaiwhakawhiti Reo – Reo to English Interpreter.

## **ĀPITIHANGA / ATTACHMENTS**

1. Terms of Reference for Te Kuaka - Te Ao Maori Committee - A4001101 🗓 🖼

## 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 <u>Council's Significance and Engagement Policy</u>	This is 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.	There are no policies but this report is in alignment with the Local Government Act and Council's Long Term Plan Commitment to enable participation of Māori in decisions of Council.
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 views of Community Boards have not been sought as this is a matter of district-wide governance.
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.	Te Kuaka will provide a mechanism to encourage engagement with Māori and participation of Māori in decision making moving forward. The draft terms of reference were drafted based on discussions that Te Kahu o Taonui representatives were part of and a copy
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	of the draft terms of reference was sent to them for review.
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 identified persons affected by this report.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or requirements for further budgetary provision.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.

Far North District Council	Authorising Body	Mayor/Council
Te Kaunihera o Tai Tokerau ki te Raki	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Kuaka – Te Ao Māori Committee Terms of Reference
33	Approval Date	29 June 2023
	Responsible Officer	Chief Executive

### Kaupapa / Purpose

The purpose of Te Kuaka Committee is to strengthen a Te Ao Māori perspective within Council decision-making across policies and strategies.

To perform his or her role effectively, each member must develop and maintain his or her skills and knowledge, including an understanding of the Committees' responsibilities, and of the Council's business, operations and risks.

#### Ngā Huānga / Membership

The Committee will comprise of Mayor and all Councillors as well as 12 iwi representatives nominated through Te Kahu o Taonui.

The Chairperson and Deputy Chairperson roles are to be appointed by the Committee.

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

#### Kōrama / Quorum

The quorum at a meeting of the Committee is 7 members comprising of 5 FNDC representatives and 2 Te Kahu o Taonui members.

### Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

#### Ngā Apatono / Power to Delegate

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The Committee may not delegate any of its responsibilities, duties or powers.

#### Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

- Ensure that the work of Te Kuaka is carried out in a way that enhances the social, economic, cultural, and environmental wellbeing of the Far North District
- Mahi ngātahi mā te huihui, wānanga Recommend to Council, aspects of importance to Māori for incorporation into the development of the Strategic documents (e.g. Te Ao Māori Framework, Annual Plan, Long Term Plan, District Plan)
- Manaaki To assist Council as appropriate in conducting and maintaining effective, good faith
  working relationships with the Māori community (e.g. Iwi Hapu Environmental Management
  Plans)
- Recommend to Council aspects that the Far North District Council could pursue to develop and or enhance Māori capacity to contribute to Council's decision-making processes.

#### Ngā Ture / Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all meetings.

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#### 6.10 CREATION OF TE KOUKOU - TRANSPORT COMMITTEE

File Number: A4241189

Author: Aisha Huriwai, Manager - Democracy Services

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

## TAKE PŪRONGO / PURPOSE OF THE REPORT

To establish Te Koukou – Transport Committee.

## WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Council have requested the creation of a committee with oversight over roading/transport.
- A workshop was held 20 June 2023.
- Further work is required to finalise a terms of reference for the Committee to become operational but staff recommend it be established in the meantime.
- A report will come to a future Council meeting to adopt a terms of reference.

#### **TŪTOHUNGA / RECOMMENDATION**

That Council establish a Te Koukou – Transport Committee.

## 1) TĀHUHU KŌRERO / BACKGROUND

Roading is an issue that residents of the Far North are deeply concerned about. The majority of council's service requests are related to Roading.

Even with a Transport Portfolio and the Far North District Council having members appointed to a Regional Transport Committee with Northland Regional Council, Council has identified a need for greater oversight in the roading/transport space.

The name "Koukou" comes from the name of a native owl found in the Far North and was recommended by Matua Rereata Mākiha as an appropriate name for the Committee. Koukou are associated with travellers and there is a lot of anecdotal accounts of them helping to guide travellers to safety. They are known for being highly adaptive to both urban and rural environments.

## 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The purpose of the Committee is proposed to be:

- The provision of greater governance oversight over roading and transport.

Some of the opportunities seen in creating a Transport Committee are the space to consider impacts, funding issues and opportunities and governance oversight to better manage our roading assets more actively moving forward.

Following the significant number of "orange" or higher weather events in the Far North in the last eight months, there has been a significant increase in damage caused by these events. This is putting stress on the ability to respond and the creation of this Committee is seen as a vehicle to ensure that everyone is informed of future progress.

#### TAKE TÜTOHUNGA / REASON FOR THE RECOMMENDATION

To establish a new Council Committee.

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

The cost of supporting this Committee will be covered within existing budgetary provisions. There are no additional financial implications but opportunities to attract greater pools of external funding to assist in effectively managing our transport network.

## **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 <u>Council's Significance and Engagement Policy</u>	This report is 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.	The governance structure does not impact policies. The creation of the Committee is in accordance with clause 30, Schedule 7, Local Government Act 2002.
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 is a matter of district significance.
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 name of the Committee Te Koukou was recommended by Matua Rereata Mākiha, renowned Maramataka expert, Māori astrologer and Senior New Zealander of the year 2022. The <i>Koukou</i> are associated with travellers and there is a lot of anecdotal accounts of them helping to guide travellers to safety.
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 does not affect any persons identified by legislation.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or need for additional budgetary provision.
Chief Financial Officer review.	The Chief Financial Officer (Acting) has reviewed this report.

#### 6.11 KAIKOHE LIBRARY & CIVIC HUB STEERING GROUP

File Number: A4213035

Author: Jamie-Lee Pulham, Executive Assistant to Group Manager - Strategic

Relationships

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

#### TAKE PÜRONGO / PURPOSE OF THE REPORT

To seek approval from Council to adopt amendments to the voting rights in the Terms of Reference for the Kaikohe Library & Civic Hub steering group.

## WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Currently only four Elected Members have voting rights that sit on the steering group. The Chair has requested to add an additional six voting rights to have a total of 10 voting rights.
- Three allocated to Mana Whenua, Hapu/Iwi and three voting rights allocated to Community Representatives.

## **TŪTOHUNGA / RECOMMENDATION**

That Council adopt the proposed amendments to voting rights by allocating:

- a) 6 additional voting seats
  - i) 3 seats to Mana Whenua, Hapu, Iwi
  - ii) 3 seats to Community Representatives

## 1) TĀHUHU KŌRERO / BACKGROUND

The Kaikohe Library & Civic Hub Steering group was initially established in December 2021. At the steering group meeting 23 February 2023. Cr Babe Kapa, Cr Felicity Foy, Cr Tāmati Rākena, and Kaikohe-Hokianga Community Board Chair Chicky Rudkin were appointed to the committee.

The principal purpose of the Kaikohe Library & Civic Hub Steering group is to work collaboratively with the community and mana whenua in reviewing the options for building a Library & Civic Hub in Kaikohe and supporting Council to deliver the project.

## 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The Terms of Reference for the Kaikohe Library & Civic Hub steering group require updating for the current triennium to ensure the steering group membership is fit for purpose.

At the meeting held 15 May 2023 the steering group resolved to change the voting rights to enable mana whenua/hapu/iwi and community representatives to effectively participate in decision making by way of voting.

Option One: - To accept the recommendation. (preferred)

Option Two: - To decline the recommendation.

#### TAKE TÜTOHUNGA / REASON FOR THE RECOMMENDATION

The reason for the recommendation is to provide mana whenua/hapu/iwi and community representatives an opportunity to contribute to decision-making and align with the partnership principles of Te Tiriti o Waitangi.

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

No financial implications

## **ĀPITIHANGA / ATTACHMENTS**

- 1. ToR Steering Group Kaikohe Library Civic Hub UNCONFIRMED 2023\_ A4216797 4 🛣
- 2. MINUTES 2023-05-15 Kaikohe Library & Civic Hub steering group A4216799 1

## 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 significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The Kaikohe Library & Civic Hub project links to the following community outcomes - Proud, vibrant communities and Communities that are healthy, safe, connected and sustainable.
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.	Does not have District wide relevance.
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.	The inclusion of mana whenua on the Steering group is providing an opportunity for Māori to be involved in project governance.
State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
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).	Libraries foster learning and creativity, playing a key role in society. The resources and services they offer create opportunities for learning for all age groups. In previous Long Term Plans the Kaikohe community has signalled strong support for a new library in Kaikohe.
State the financial implications and where budgetary provisions have been made to support this decision.	Budget for this project is allocated in the 2021-31 Long Term Plan.
Chief Financial Officer review.	Approved by Chief Financial Officer.

Kaikohe Library & Civic Hub Steering Group

## Kaikohe Library & Civic Hub Steering Group (KLCHSG)

#### **Terms of Reference**

#### 1. Constitution

The Kaikohe Library & Civic Hub Steering Group is established as a Governance group to provide oversight, engagement, advice, and recommendations to the Far North District Council for the development of a new Library & Civic Hub in Kaikohe.

#### 2. Purpose of the Steering Group

To work in a collaborative manner with the community, in review of options for building a Library & Civic Hub in Kaikohe and supporting Council to deliver the project operationally.

#### 3. Phase One

The purpose of Phase One of the project is to consider the building of a new Library for Kaikohe, with potential for that infrastructure to be integral to a larger overall community facility.

#### 4. Objectives of the Steering Group:

- Engage at a Governance level with Iwi, agencies and with community groups.
- Consider site options.
- Consult with stakeholders on the size and scope of a Civic Hub appropriate to central Kaikohe.
- Consider the involvement of locals in design and build.
- In any recommendations, consider the future proofing of any infrastructure in terms of financial sustainability over the potential 30 to 50-year lifecycle.

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Kaikohe Library & Civic Hub Steering Group

#### 5. Membership

The membership of KLCHSG shall be comprised of the following:

 A total of at least four Elected Members with voting rights, plus two community reps, mana whenua representation and the CEO or his delegate(s) without voting rights.

Councillors	Mana whenua Iwi/Hapu	Community Board	Community	Staff
Babe Kapa (Chair)	Mana Whenua	Chicky Rudkin (KHCB Chair)	Mike Shaw Moana Timoko Mark Anderson	CEO or delegate
Tāmati Rākena	Te Runanga a Iwi o Ngapuhi		ĀKAU	Project Manager
Felicity Foy	Nga Hapu o Kaikohe		Far North Holding Limited	Project Sponsor

#### 6. **Meetings**

Meetings shall be held every eight weeks with additional meetings as required, at the discretion of the Chair.

- Meetings shall be chaired by Cr Babe Kapa who will be responsible for setting agendas and running Steering Group meetings.
- A quorum of members of KLCHSG shall consist of three Elected Members
- At these meetings KLCHSG may invite staff from the Far North District Council or other organisations as necessary to provide appropriate information.
- Meeting decisions have the status of recommendations to Council (Ordinary Council or Committees as appropriate), or to the CEO for lower order issues.

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Kaikohe Library & Civic Hub Steering Group

#### 7. Engagement protocols

Members of the Steering Group will work together in good faith and demonstrate the values of Manaakitanga, Professionalism and Integrity. They will also follow the Communication Guidelines for Elected Members, Chief Executive, and staff.

#### 8. Staff support

Subject matter expertise shall be provided by relevant staff members from within the Far North District Council, with enough notice and the approval of CEO and the corresponding General Manager.

#### 9. Administration

Support for administration, including the agenda and meeting minutes, will be provided by Strategic Planning and Policy Group, until such time that the project migrates to a resource consent and construction phases (transfer to District Services Group).

#### 10. Changes to the Terms of Reference

The Steering Group may alter the terms of reference when supported through voting by a majority of the membership, for approval by Council. The existence of the body and the fitness of these terms of reference is to be reviewed at the start of the new triennium no later than December 16th.

#### 11. Resourcing for the Kaikohe Civic Hub

- Funding the Kaikohe Library & Civic Hub is through the 2021-31 Long
   Term Plan
- Any requests for resources (e.g., expenditure for external capability/capacity to inform KLCHSG) will be considered by the CEO following normal internal processes.

Updated May 2023 PAGE: 3



#### **MINUTES - Kaikohe Library & Civic Hub Steering Group**

Meeting 3 No:

**Date / Time:** Monday, May 15, 2023 – 3.30pm-4.30pm

Babe Kapa, Jo Walsh, Andy Nock, Nicola Smith, Jacine Warmington, Jamie-Lee

**Present:** Pulham, Moana Timoko, Mane Tahere, Edith Tahere, Mike Shaw, Floyd

**Apologies:** Felicity Foy, Phoebe Davis, Roger Ackers, Moko Tepania, Mark Anderson, Tania

Steen

Absent:

**Chaired by:** Babe Kapa **Scribe:** Jamie-Lee Pulham

**Venue:** Kaikohe – Te Tai Whanga Tōtara, Elected Member lounge

#### **Meeting Minutes**

1.0	WHAKAMOEMITI Karakia: Babe Kapa
2.0	MIHI WHAKATAU Babe Kapa
3.0	NGA WHAKAPAHĀ (APOLOGIES) Felicity Foy, Phoebe Davis, Roger Ackers, Moko Tepania, Mark Anderson, Tania Steen  Resolution to move apologies Moved: Chicky Rudkin Second: Tāmati Rākena
4.0	DECLARATION OF INTERESTS
5.0	CONFIRMATION OF MINTUES  Resolution to correct the seconder of apologies at meeting 20 March 2023 and to confirm and move minutes of meeting.  Moved: Chicky Rudkin Seconded: Tāmati Rākena  CARRIED

	KAIKOHE LIBRARY & CIVI GROUP	FNDC
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#### 6.0 NGA RIMITI (ITEMS)

#### 6.1 TERMS OF REFERENCE

Confirmation of Membership updated to 3 Mana whenua/Hapu/Iwi Representatives, 3
 Community Representatives. Terms of Reference updated to reflect current membership.

#### 6.2 VOTING RIGHTS

- Discussion to add an additional 6 seats to the voting rights. Chair Kapa expressed the importance and value to have the Rūnanga, community, hapu/iwi contribution in decision making on the steering group.
- Mike Shaw mentioned that the thinking behind the community not having voting right was for Elected Members to acknowledge the community views and bring them to Council.
- The representation needs to be more about the community then FNDC staff, but we don't
  want too many people at the table where we don't have sic sync meetings or clear
  direction.
- FNHL will be more on the working group/cold face of the project making recommendation
  to the steering group and seeking guidance and direction from the steering group.
- Recommendation for Council to adopt changes to voting rights to add 6 additional seats 3 from Mana Whenua/Hapu/Iwi and 3 from the Community Representatives.

#### RECOMMENDATION

Through the Chair would like to move a motion to put forward a recommendation to Council to adopt changes to voting rights by adding 6 additional seats 3 for Mana Whenua/Hapu/Iwi and 3 for the Community Representatives.

Moved: - Babe Kapa Seconded: - Chicky Rudkin

#### 6.3 PROJECT UDATE

- Draft design concept plans A presentation was shared by Andy re: 2 Design concepts prepared by Morris from Eclipse Architecture Design. This was done free of charge as a high-level discussion not a concept plan or an idea, just a vision of how they could encapsulate what the uses would be, interrelationships, scale of the building etc. To achieve a more functional space in terms of building position/lay out, the project build will need either Doonan land or Rūnanga land.
- The steering group will provide guidance to the concept design and ensure the concept
  plans include cultural elements/foundation throughout the whole project. Floyd suggested if
  George Clarke who has been involved in Tikanga Māori structures and if he can be
  considered in this concept design process? Jo Walsh has requested if Eclipse can provide
  their policy of where Te Tiriti o Waitangi fits in to their scope.
- Nicola touched on the interactive part of the concept work Andy shared. The idea of spaces
  that staff would see as critical for a public library is how we access information and
  knowledge. Creating a digital bridge to ensure equity of access like internet/wi-fi, devices,
  emergent device, tools, laser cutting printing, coding etc.
- Tania Steen could not attend this meeting to provide an update re Doonan Land and the
  Public Works Act, however it is important that we go back to Doonan in either scenario with
  a very firm direction of what the steering group has agreed on and what we want to
  proceed with.
- Mane took forward a few motions to the TRAION board meeting that Moko and Babe attended 8 May which were passed by resolution and TRAION have agreed to accept or include the Rūnanga land in any master planning. The Rūnanga are also open to the idea of partnership/joint venture. He conveyed to them how beneficial it is from a community view. The Rūnanga may be more in favour to collaborate now and refine the concept plan then going down the road of purchasing Doonan land and this option can still lay on the table and potential purchase in the future.

KAIKOHE LIBRARY & CIVIC HUB STEERING GROUP
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#### 6.4 NEXT STEPS

- Continue discussions with TRAION regarding sharing part of the Rūnanga land.
- FNDC legal department to follow up on PWA.
- Present proposed concept design to Doonan Landowner
- By direction of the steering group, FNHL to continue with the basic concept design, layout, sizes and uses within the building plan for the site.
- FNHL to provide a definition around what are the individual uses proposed within the building and include estimated costings if possible.
- Mane requested inclusion of mana whenua/hapu/iwi to the working group.

## 7 KARAKIA WHAKAMUTUNGA

Babe

ACTION ITEMS FROM THIS METING						
ACTION	OWNER	DUE	STATUS			
<ul> <li>Create a report for Council to adopt proposed amendments to the voting right as follows.</li> <li>In total 10 voting Reps</li> </ul>	Jamie-Lee	4 June 2023	In progress			
Put forward a recommendation to Council to activate the PWA	Tania Steen	4 June 2023	In progress			
Policy from Eclipse Architect Design to show how Te Tiriti o Waitangi is considered in there planning	Andy Nock	4 June 2023	In progress			
Appoint 3 representatives to the working group.	Jamie-Lee	4 June 2023	In progress			

Meeting closed: 4.58pm

## 7 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

#### 7.1 COMMUNITY BOARD MINUTES - JUNE 2023

File Number: A4248565

Author: Casey Gannon, Democracy Advisor - Democracy Services

Authoriser: Aisha Huriwai, Manager - 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:

- 6 June 2023 Te Hiku Community Board
- 8 June 2023 Bay of Islands-Whangaroa Community Board
- 15 June 2023 Kaikohe-Hokianga Community Board

## **TŪTOHUNGA / RECOMMENDATION**

That Council note the following Community Board minutes:

- a) 6 June 2023 Te Hiku Community Board
- b) 8 June 2023 Bay of Islands-Whangaroa Community Board
- c) 15 June 2023 Kaikohe-Hokianga 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. 6 June 2023 Te Hiku Community Board Minutes A4241092 🗓 🖺
- 2. 8 June 2023 Bay of Islands-Whangaroa Community Board Minutes A4252943  $\sqrt[4]{2}$
- 3. 15 June 2023 Kaikohe-Hokianga Community Board Minutes A4252313  $\sqrt[4]{2}$

6 June 2023

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, 6 JUNE 2023 AT 10:00 AM

PRESENT: Member Adele Gardner, Member Darren Axe, Member Sheryl Bainbridge,

Member John Stewart, Member William (Bill) Subritzky, Member Rachel

Baucke, Member Felicity Foy

IN ATTENDANCE: Cr Hilda Halkyard-Harawira

STAFF PRESENT: Kathryn Trewin (Funding Advisor), Beverly Mitchell (Community Board

Coordinator), Shayne Storey (Community Development Advisor), Marlema

Baker, (Democracy Advisor)

#### 1 KARAKIA TIMATANGA / OPENING PRAYER

Chair Adele Gardner commenced the meeting and Member Rachel Baucke opened with a karakia.

#### 2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

Deputy Chair John Stewart declared a conflict related to item 7.2b.

#### 3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM

No speakers.

#### 4 NGĀ TONO KŌRERO / DEPUTATIONS

- Jen Gay Spoke in opposition to the removal of the Kaitaia mosaic. There are no health and safety or tree-root issues to warrant it's removal. A small section can be removed and turned into a chair.
- Rena Parangi Spoke in opposition to the removal of the Kaitaia mosaic.
- Wally Hicks Spoke in opposition to the removal of the Kaitaia mosaic. Believes that more consultation is needed to gather a collective expression from the wider community.
- Pat Davis Spoke in opposition to the removal of the Kaitaia Mosaic.

#### 5 NGĀ KAIKŌRERO / SPEAKERS

Maryn Ashby – Item 7.2 funding application c) refers. Requests that the Board consider increasing the funding amount from \$2,000 to \$5,000.

11:06 am meeting adjourned for morning tea - resumed 11:22 am.

6 June 2023

#### unconfirmed

## 6 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

#### 6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4226868, pages 8 - 14 refers.

#### **RESOLUTION 2023/41**

Moved: Member Darren Axe

Seconded: Member William (Bill) Subritzky

That Te Hiku Community Board confirms the minutes of the meeting held 9 May 2023, as a true and correct record.

**CARRIED** 

#### 7 NGĀ PŪRONGO / REPORTS

## 7.1 TE HIKU STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 30 APRIL 2023

Agenda item 7.1 document number A4216579, pages 15 - 21 refers.

#### **RESOLUTION 2023/42**

Moved: Member Adele Gardner Seconded: Member William (Bill) Subritzky

That the Te Hiku Community Board receive the report Te Hiku Statement of Community Board Fund Account as at 30 April 2023.

CARRIED

#### 7.2 FUNDING APPLICATIONS

Agenda item 7.2 document number A4215700, pages 22 - 52 refers.

#### **RESOLUTION 2023/43**

Moved: Member Sheryl Bainbridge Seconded: Member William (Bill) Subritzky

#### That Te Hiku Community Board

- a) approves the sum \$2,000 (plus GST if application) to be paid from the Board's Community Fund account to <u>Volunteering Northland</u> for first aid and volunteer resilience training, to support the following Community Outcomes:
  - i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED** 

#### **RESOLUTION 2023/44**

Moved: Member Sheryl Bainbridge Seconded: Member William (Bill) Subritzky

## That Te Hiku Community Board

b) approves the sum \$2,660 (plus GST if application) to be paid from the Board's

6 June 2023

#### unconfirmed

Community Fund account to <u>Waipapakauri JMB Rugby Club</u> for venue and equipment hire and promotion of the Waipapakauri Hunting and Fishing Competition Annual Fundraiser, to support the following Community Outcomes:

- i) Proud, vibrant communities.
- ii) Communities that are healthy, safe, connected and sustainable.

Abstained: Cr John Stewart

**CARRIED** 

#### **MOTION**

Moved: Member Rachel Baucke Seconded: Member Darren Axe That Te Hiku Community Board

- c) approves the sum \$3,500 (plus GST if application) to be paid from the Board's Community Fund account to <u>Whatu Collective</u> for Matariki Puanga workshops 2023, to support the following Community Outcomes:
  - i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

#### **AMENDMENT**

Moved: Member Felicity Foy Seconded: Member Adele Gardner

That Te Hiku Community Board

- c) approves the sum \$5,000 (plus GST if application) to be paid from the Board's Community Fund account to <u>Whatu Collective</u> for Matariki Puanga workshops 2023, to support the following Community Outcomes:
  - Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED** 

The amendment became the substantive motion.

#### **RESOLUTION 2023/45**

Moved: Member Adele Gardner Seconded: Member William (Bill) Subritzky

## That Te Hiku Community Board

- c) approves the sum \$5,000 (plus GST if application) to be paid from the Board's Community Fund account to <u>Whatu Collective</u> for Matariki Puanga workshops 2023, to support the following Community Outcomes:
  - i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED** 

## RESOLUTION 2023/46

Moved: Member Sheryl Bainbridge Seconded: Member Felicity Foy That Te Hiku Community Board

6 June 2023

#### unconfirmed

d) Amends resolution 2023/14 from their meeting of 14 March 2023 which allocated \$10,000 to the Coopers Beach Bowling Club in the 2022/23 financial year and \$10,000 in the 2023/24 financial year, to instead pay the full amount of \$20,000 in the 2022/23 financial year.

**CARRIED** 

#### **RESOLUTION 2023/45**

Moved: Member Adele Gardner Seconded: Member William (Bill) Subritzky

#### That Te Hiku Community Board

e) Revokes the resolutions for unspent placemaking funding that was allocated in the 2021/22 financial year to XCape Design Ltd, Hawthorn Landscape Architects and Northland Planning in the sum of \$36,539.39, and directs that it be returned to their placemaking fund and carried over to the new financial.

**CARRIED** 

#### **RESOLUTION 2023/48**

Moved: Member Adele Gardner Seconded: Member William (Bill) Subritzky

#### That Te Hiku Community Board

resolves that the unallocated community grant funding in the amount \$23,471.56 be carried over to the new financial year.

**CARRIED** 

#### 7.3 PROJECT FUNDING REPORTS

Agenda item 7.3 document number A4215621, pages 53 - 66 refers.

#### **RESOLUTION 2023/49**

Moved: Member Darren Axe

Seconded: Member William (Bill) Subritzky

That Te Hiku Community Board note the project report received from Houhora Big Game Fishing Club

**CARRIED** 

#### 7.4 CHAIRPERSON AND MEMBERS REPORT

#### **RESOLUTION 2023/50**

Moved: Member Adele Gardner Seconded: Member Darren Axe

That the Te Hiku Community Board note the May 2023 reports from Chairperson Adele Gardner, Members Darren Axe, Sheryl Bainbridge, Rachel Baucke, and Bill Subritzky and the verbal reports from Deputy Chairperson John Stewart, Member Felicity Foy and Cr Hilda-Halkyard Harawira.

**CARRIED** 

Meeting adjourned for lunch 12:21 pm resumed 12:58 pm

6 June 2023

unconfirmed

### NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

#### 8.1 TE HIKU COMMUNITY BOARD ACTION SHEET UPDATE MAY 2023

Agenda item 8.1 document number A4226915, pages 67 - 87 refers.

#### **RESOLUTION 2023/46**

Moved: Member Sheryl Bainbridge Seconded: Member William (Bill) Subritzky

That Te Hiku Community Board receive the report Te Hiku Community Board Action Sheet Update May 2023.

**CARRIED** 

Notes:

Kevin Johnson to attend the next THCB meeting regarding land drainage bylaws and staffing along with updated information on drainage rates.

Bev Mitchell to follow-up on Daniel Thompsons Waterfront Café angled parking with Elizabeth Stacey NTA.

#### 9 TE KAPINGA HUI / MEETING CLOSE

The meeting closed with a prayer at 1.02 pm.

The minutes of this	meeting will	be confirmed	at the	Te Hiku	Community	Board	Meeting
held on 4 July 2023.							
						CHAIRE	PERSON

Bay of Islands-Whangaroa Community Board Meeting Minutes

8 June 2023

### UNCONFIRMED

#### **MINUTES OF**

#### BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD MEETING HELD AT THE TURNER CENTRE, 43 COBHAM ROAD, KERIKERI ON THURSDAY, 8 JUNE 2023 AT 10:00AM

PRESENT: Deputy Chairperson Lane Ayr, Member Bruce Mills, Member Amy Slack,

Member Roddy Hapati-Pihema, Member Jane Hindle, Member Tyler Bamber,

Member Ann Court

STAFF PRESENT: Joshna Panday (Democracy Advisor), Casey Gannon (Democracy Advisor),

Kim Hammond (Community Board Coordinator), Kathryn Trewin (Funding Advisor), Christina Rosenthal (Team Leader- Environmental Health Services)

MEETING CHAIR: Deputy Chairperson Lane Ayr

#### 1 KARAKIA TIMATANGA / OPENING PRAYER

Deputy Chairperson Lane Ayr opened the meeting with Member Amy Slack saying a karakia.

## 2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

#### **APOLOGY**

#### **RESOLUTION 2023/45**

Moved: Member Jane Hindle Seconded: Member Tyler Bamber

That the apology received from Member Belinda Ward be accepted and leave of absence

granted.

CARRIED

## 3 NGĀ KAIKŌRERO / SPEAKERS

Sam Stewart for Coast to Coast Cat Rescue. Item 7.6(a) refers.

Kylie Penn for Kerikeri Theatre Trust. Item 7.6(b) refers.

Gerry Paul for Turner Centre (Two Applications). Item 7.6(e) refers.

Eljon Fitzgerald for Whangaroa Memorial Hall. Item 7.6(h) refers.

Susan Arrowsmith and Frank Moses for Whangaroa Recreation and Community Trust . Item 7.6(i) refers.

Maryn Ashby for Whatu Creative. Item 7.6(g) refers.

#### 4 TE WĀHANGA TŪMATANUI / PUBLIC FORUM

Rachel Smith and Tawhi Tua from Healthy Families.

## 5 NGĀ TONO KŌRERO / DEPUTATIONS

Nil deputations.

Bay of Islands-Whangaroa Community Board Meeting Minutes

8 June 2023

UNCONFIRMED

At 11:25 am meeting adjourned. At 11:39 am meeting resumed.

## 3 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

#### 6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4050689, pages 8 - 13 refers

#### **RESOLUTION 2023/46**

Moved: Member Bruce Mills Seconded: Member Tyler Bamber

That the Bay of Islands-Whangaroa Community Board confirm the minutes of meeting held on 11 May 2023 are a true and correct record and the Deputy Mayor attendance was for the public speaking time only.

**CARRIED** 

#### 4 NGĀ PŪRONGO / REPORTS

At 11:42 am, Member Ann Court left the meeting as a declared interest to item 7.4

#### 7.4 ALFRESCO DINING APPLICATIONS

Agenda item 7.4 document number A4201910, pages 64 - 75 refers

#### **RESOLUTION 2023/47**

Moved: Member Jane Hindle Seconded: Member Tyler Bamber

#### That the Bay of Islands-Whangaroa Community Board:

a) Pursuant to the Council resolution passed on 30 June 2022, provides comment that there should be a clear pedestrian access to be maintained when considering the final decision on the alfresco dining application from the Rocksalt Restaurant and Bar.

**CARRIED** 

At 11:51 am, Member Ann Court returned to the meeting.

#### 7.1 CHAIRPERSON AND MEMBERS REPORTS

Agenda item 7.1 document number A4050721, pages 14 - 27 refers

## **RESOLUTION 2023/48**

Moved: Member Amy Slack

Seconded: Member Roddy Hapati-Pihema

That the Bay of Islands-Whangaroa Community Board note the reports from Chairperson Belinda Ward and Members Lane Ayr, Jane Hindle, Roddy Hapati-Pihema and Amy Slack.

**CARRIED** 

8 June 2023

#### UNCONFIRMED

#### 7.2 ROAD NAMING - LOT 2, 7D WAIPAPA WEST ROAD, KERIKERI

Agenda item 7.2 document number A4003328, pages 28 - 46 refers

#### **RESOLUTION 2023/49**

Moved: Member Bruce Mills Seconded: Member Amy Slack

That the Bay of Islands-Whangaroa Community Board, pursuant to Council's Road Naming and Property Addressing Policy #2125, name a private right-of-way (ROW), Oak Tree Lane that is currently addressed at Lot 2, 7D Waipapa Road, Kerikeri as per map (A4003335).

**CARRIED** 

#### 7.3 APPOINTMENT TO THE KERIKERI SPORTS COMPLEX INCORPORATED BOARD

Agenda item 7.3 document number A4198321, pages 47 - 65 refers

#### **RESOLUTION 2023/50**

Moved: Member Roddy Hapati-Pihema

Seconded: Member Tyler Bamber

That the Bay of Islands-Whangaroa Community Board appoint Member Tyler Bamber as the Far North District Council representative on the Kerikeri Sports Complex Inc.

**CARRIED** 

#### 7.5 PROJECT FUNDING REPORTS

Agenda item 7.5 document number A4219684, pages 78 - 84 refers

#### **RESOLUTION 2023/51**

Moved: Member Bruce Mills Seconded: Member Jane Hindle

That the Bay of Islands-Whangaroa Community Board note the project reports received from:

- a) Friends of Williams House
- b) Totara North Residents and Ratepayers

**CARRIED** 

At 12:07 pm the meeting broke for lunch.

At 12:50 pm the meeting resumed.

8 June 2023

#### LINCONFIRMED

#### 7.6 FUNDING APPLICATIONS

Agenda item 7.6 document number A4219796, pages 85 - 153 refers

#### **MOTION**

Moved: Member Tyler Bamber Seconded: Member Roddy Hapati-Pihema

That the Bay of Islands-Whangaroa Community Board:

- a) approves the sum of \$13,773.83 (plus GST if applicable) be paid from the Boards Community Fund account to <u>Coast to Coast Cat Rescue</u> for the costs towards cat rescue, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

#### **AMENDMENT**

Moved: Member Ann Court Seconded: Member Amy Slack

That Bay of Islands-Whangaroa Community Board:

a) approves the sum of \$10 000 (GST if applicable) for the purchase of a van with signage recognising the Bay of Islands-Whangaroa Community Board.

Against: Cr Lane Ayr

CARRIED 6/1

The amendment became a substantive motion.

#### **RESOLUTION 2023/52**

Moved: Member Ann Court Seconded: Member Tyler Bamber

That Bay of Islands-Whangaroa Community Board:

a) approves the sum of \$10 000 (GST if applicable) for the purchase of a van with signage recognising the Bay of Islands-Whangaroa Community Board.

**CARRIED** 

#### **RESOLUTION 2023/53**

Moved: Member Bruce Mills Seconded: Member Tyler Bamber

That the Bay of Islands-Whangaroa Community Board:

- b) approves the sum of \$2,000 (plus GST if applicable) be paid from the Boards Community Fund account to Kerikeri Theatre Company for the costs towards the production of Fantastic Mr Fox, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

**CARRIED** 

#### **TŪTOHUNGA / RECOMMENDATION**

**FAILED TO GET ONTO THE TABLE** 

That the Bay of Islands-Whangaroa Community Board:

8 June 2023

#### **UNCONFIRMED**

- c) approves the sum of \$2,000 (plus GST if applicable) be paid from the Boards Community Fund account to KidsmART for the costs towards Matariki art exhibition, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

#### **TŪTOHUNGA / RECOMMENDATION**

**WITHDRAWN** 

That the Bay of Islands-Whangaroa Community Board:

- d) approves the sum of \$2,000 (plus GST if applicable) be paid from the Boards Community Fund account to The Turner Centre for the costs towards Matariki shows by Rutene Spooner, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

#### **RESOLUTION 2023/54**

Moved: Member Ann Court Seconded: Member Jane Hindle

That the Bay of Islands-Whangaroa Community Board:

- e) approves the sum of \$3,000 (plus GST if applicable) be paid from the Boards Community Fund account to The Turner Centre for the costs towards the Trouble in Paradise art exhibition Spooner, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

**CARRIED** 

#### **RECOMMENDATION**

Moved: Member Amy Slack Seconded: Member Bruce Mills

That the Bay of Islands-Whangaroa Community Board:

- f) approves the sum of \$2,000 (plus GST if applicable) be paid from the Boards Community Fund account to Volunteering Northland for the costs towards volunteer and organisation training and support, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
- ii) Proud, vibrant communities

Against:

Members Lane Ayr, Bruce Mills, Amy Slack, Roddy Hapati-Pihema, Jane Hindle, Tyler Bamber and Ann Court

**LOST** 

### **RESOLUTION 2023/55**

Moved: Member Lane Ayr

Seconded: Member Roddy Hapati-Pihema

That the Bay of Islands-Whangaroa Community Board:

g) approves the sum of \$2,000 (plus GST if applicable) be paid from the Boards Community Fund account to Whatu Creative for the costs towards Weaving the

8 June 2023

#### UNCONFIRMED

Strands Matariki workshops, to meet the following Community Outcomes:

- i) Communities that are healthy, safe, connected and sustainable
- ii) Proud, vibrant communities

Against: Member Ann Court

CARRIED

#### **RESOLUTION 2023/56**

Moved: Member Jane Hindle Seconded: Member Bruce Mills

#### That the Bay of Islands-Whangaroa Community Board:

- h) approves the sum of \$3,099 (plus GST if applicable) be paid from the Boards Community Fund account to Whangaora Memorial Community Hall for the costs towards new curtains for the hall, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities

**CARRIED** 

#### **RESOLUTION 2023/57**

Moved: Member Ann Court

Seconded: Member Roddy Hapati-Pihema

#### That the Bay of Islands-Whangaroa Community Board:

- i) a. approves the sum of \$20,000 \$28 773.83 (plus GST if applicable) be paid from the Boards Community Fund account to Whangaroa Recreation and Community Trust for the costs towards repainting the Whangaroa pool and training of lifeguards, to meet the following Community Outcomes:
  - i) Communities that are healthy, safe, connected and sustainable
  - ii) Proud, vibrant communities
    - b. requires a full breakdown on the project plan prior to the funds being uplifted.

**CARRIED** 

#### 5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

#### 8.1 STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 30 APRIL 2023

Agenda item 8.1 document number A4218477, pages 154 - 161 refers

#### **RESOLUTION 2023/58**

Moved: Member Bruce Mills Seconded: Member Tyler Bamber

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 30 April 2023".

**CARRIED** 

8 June 2023

UNCONFIRMED

#### 8.2 BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD ACTION SHEET UPDATE

Agenda item 8.2 document number A4204080, pages 162 - 163 refers

#### **COMMITTEE RESOLUTION 2023/59**

Moved: Member Bruce Mills Seconded: Member Amy Slack

That the Bay of Islands-Whangaroa Community Board receive the report Bay of Islands-

Whangaroa Community Board Action Sheet Update.

CARRIED

#### 8 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 2:03pm with Member Roddy Pihema-Hapati saying karakia.

The minutes of this meeting will be confirmed at the Bay of Islands-Whangar Board Meeting held on 6 July 2023.	oa Community
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15 June 2023

# MINUTES OF EXTRAORDINARY KAIKOHE-HOKIANGA COMMUNITY BOARD MEETING HELD AT THE COUNCIL CHAMBER, MEMORIAL AVENUE, KAIKOHE ON THURSDAY, 15 JUNE 2023 AT 2:00 PM

PRESENT: Chairperson Chicky Rudkin, Member Trinity Edwards, Member Harmonie

Gundry, Member Jessie McVeagh,

**APOLOGIES:** Member Tanya Filia, Member Mike Edmonds

STAFF PRESENT: Joshna Panday (Democracy Advisor), Melissa Wood (Community Board

Coordinator), Kim Hammond (Community Board Coordinator), Kathryn Trewin

(Funding Advisor)

ABSENT: Member John Vujcich

#### 1 KARAKIA TIMATANGA / OPENING PRAYER

Chairperson Chicky Rudkin commenced the meeting with a karakia.

# 2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST

#### **APOLOGY**

#### **RESOLUTION 2023/18**

Moved: Member Jessie McVeagh Seconded: Member Harmonie Gundry

That the apology received from Member Tanya Filia, Member Mike Edmonds be accepted and leave of absence granted.

CARRIED

#### 3 NGĀ KAIKŌRERO / SPEAKERS

Maryn Ashby for Whatu Creative. Item 7.2(c) refers.

#### 4 TE WÄHANGA TÜMATANUI / PUBLIC FORUM

Jay Hepi - Ride for Life Kaikohe

# 5 NGĀ TONO KŌRERO / DEPUTATIONS

15 June 2023

# 3 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

#### 6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 6.1 document number A4144939, pages 8 - 13 refers.

#### **RESOLUTION 2023/19**

Moved: Member Trinity Edwards Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board confirms the minutes of the meeting held 10 May 2023 as a true and correct record.

**CARRIED** 

#### 4 NGĀ PŪRONGO / REPORTS

#### 7.1 CHAIRPERSON AND MEMBERS REPORTS

Agenda item 7.1 document number A4161199, pages 14 - 23 refers.

#### **RESOLUTION 2023/20**

Moved: Member Harmonie Gundry Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board note the reports from Chairperson Chicky Rudkin, Deputy Chair Tanya Filia and Members Trinity Edwards, and Harmonie Gundry.

**CARRIED** 

# 7.2 FUNDING APPLICATIONS

Agenda item 7.2 document number A4217612, pages 24 - 62 refers.

#### RESOLUTION 2023/21

Moved: Member Jessie McVeagh Seconded: Member Chicky Rudkin

That the Kaikohe-Hokianga Community Board:

- a) approves the sum of \$700.00 (plus GST if applicable) be paid from the Board's Placemaking Fund account to <u>Valerie August</u> for the Matariki 2023 exhibition in Rawene to support the following Community Outcomes:
  - i) Proud, vibrant communities
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED** 

15 June 2023

#### **RESOLUTION 2023/22**

Moved: Member Harmonie Gundry Seconded: Member Trinity Edwards

#### That the Kaikohe-Hokianga Community Board:

- b) approves the sum of \$1572.70 (plus GST if applicable) be paid from the Board's Community Grant Fund account and \$427.30 from the Boards Placemaking Fund (a total of \$2000) to <u>Volunteering Northland</u> for support of volunteer engagement and organisations in 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 2023/23**

Moved: Member Jessie McVeagh Seconded: Member Harmonie Gundry

#### That the Kaikohe-Hokianga Community Board:

- c) approves the sum of \$5000 (plus GST if applicable) be paid from the Board's Placemaking Fund account to <u>Whatu Creative</u> for the Matariki 2023 Weaving the Strands together workshops to support the following Community Outcomes:
  - i) Proud, vibrant communities
  - ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

#### **TŪTOHUNGA / RECOMMENDATION**

**WITHDRAWN** 

# That the Kaikohe-Hokianga Community Board:

d) Leaves the application for the sum of \$34,500 (plus GST if applicable) from the Hokianga Community Education Trust for a pump track at the Rawene Domain to lie on the table until the Rawene Domain masterplan and Rawene Domain Reserve Management Plan are completed and the pump track is able to be considered as part of the entire development plan of the Rawene Domain.

# 7.3 PROJECT FUNDING REPORTS

Agenda item 7.3 document number A4217642, pages 63 - 67 refers.

#### **RESOLUTION 2023/24**

Moved: Member Trinity Edwards Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board note the project reports received from Manaki Tinana Trust – Community Engagement

CARRIED

15 June 2023

#### 8 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

#### 8.1 HOKIANGA FERRY LIAISON GROUP

Agenda item 8.1 document number A4195576, pages 68 - 79 refers.

#### **RESOLUTION 2023/25**

Moved: Member Jessie McVeagh Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board receive the report Hokianga Ferry Liaison

Group.

**CARRIED** 

# 8.2 KAIKOHE-HOKIANGA STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 30 APRIL 2023

Agenda item 8.2 document number A4218428, pages 80 - 86 refers.

#### **COMMITTEE RESOLUTION 2023/26**

Moved: Member Trinity Edwards Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board receives the report Kaikohe-Hokianga

Statement of Community Board Fund Account as at 30 April 2023.

**CARRIED** 

#### 8.3 KAIKOHE-HOKIANGA COMMUNITY BOARD ACTION SHEET UPDATE JUNE 2023

Agenda item 8.3 document number A4143871, pages 87 - 88 refers.

# **RESOLUTION 2023/27**

Moved: Member Jessie McVeagh Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board receive the report Kaikohe-Hokianga Community Board Action Sheet Update June 2023.

**CARRIED** 

15 June 2023

#### 8.4 MAJOR ITEM NOT ON THE AGENDA

#### **RESOLUTION 2023/28**

Moved: Member Harmonie Gundry Seconded: Member Jessie McVeagh

That the Kaikohe-Hokianga Community Board places the funding of \$47,222.70 on the table to attend to prior to the end of financial year.

**CARRIED** 

#### **RESOLUTION 2023/29**

Moved: Member Jessie McVeagh Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board

- a) approves the sum of \$10,000 (plus GST if applicable) be paid from the Board's Placemaking Fund account to the Rural Travel Fund for the benefit of tamariki in the Kaikohe-Hokianga Ward to participate in sport to support the following Community Outcomes:
  - i) Proud, vibrant communities
  - ii) Communities that are healthy, safe, connected and sustainable.

CARRIED

#### **RESOLUTION 2023/30**

Moved: Member Jessie McVeagh Seconded: Member Trinity Edwards

That the Kaikohe-Hokianga Community Board

- a) approves the sum of \$37,222.70 (plus GST if applicable) be paid from the Board's Placemaking Fund account to the CBEC to support the following Community Outcomes:
  - i) Proud, vibrant communities
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED** 

# 9 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 2:50 pm with Member Harmonie Gundry saying karakia.

The minutes of this meeting will be confirmed at the Extraordinary Kaikohe-Hokianga Community Board Meeting held on 5 July 2023.

CHAIRPERSON	

#### 7.2 MAYOR AND COUNCILLOR'S REPORTS

File Number: A4238589

Author: Casey Gannon, Democracy Advisor - Democracy Services

Authoriser: Aisha Huriwai, Manager - Democracy Services

#### TE TAKE PÜRONGO / 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:

- a) note the reports submitted to the 1 June 2023 meeting 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.
- b) note the reports submitted to the 29 June 2023 meeting from Kahika Mayor Moko Tepania, Kōwhai-Deputy Mayor Kelly Stratford and Councillors Ann Court, Babe Kapa, Hilda Halkyard-Harawira, Tāmati Rākena.

# 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. 2023-06-01 Kahika/Mayor Tepania Report A4211567 🖟 🖺
- 2. 2023-06-01 Kōwhai/Deputy Mayor Stratford Report A4210159 J
- 3. 2023-06-01 Cr Court Report A4209032 🗓 🖼
- 4. 2023-06-01 Cr Kapa Report A4209034 🗓 🛗
- 5. 2023-06-01 Cr McNally Report A4210161 U
- 6. 2023-06-01 Cr Halkyard-Harawira Report A4209033 U
- 7. 2023-06-01 Cr Kleskovic Report A4216189 U
- 8. 2023-06-01 Cr Radich Report A4210160 U
- 9. 2023-06-01 Cr Rākena Report A4210201 🗓 🖺
- 10. 2023-06-01 Cr Vuicich Report A4213615 U
- 11. 2023-06-29 Kahika/Mayor Tepania Report A4253202 U
- 12. 2023-06-29 Kōwhai/Deputy Mayor Stratford Report A4249098 U
- 13. 2023-06-29 Cr Court Report A4243761 🗓 🖺
- 14. 2023-06-29 Cr Kapa Report A4249090 U
- 15. 2023-06-29 Cr Halkyard-Harawira Report A4247585 🗓 🖺

16. 2023-06-29 Cr Rākena Report - A4247599 🗓 🖼



# 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	

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# Pūrongo ā-Mema | Member Report

	<ul> <li>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.</li> </ul>	
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-lwi 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

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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



		(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.



	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 hardworking 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	



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



		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 2 <sup>nd</sup> 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.



	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.



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.



• 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

outline the learnings from attending the event and value to the organisation.	it snouic
Name of Event:	
Date of Event:	
Learnings:	
Value for the organisation:	



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 29<sup>th</sup> 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



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 <u>sections</u> 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 <u>section 18B</u>.

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.



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.



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 15 <sup>th</sup> ],
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.



Fri 12 <sup>th</sup>	MODSPACE: builders of Studio Cabins. 260 Waimate Rd. Kerikeri	Currently build cabins for Ngati Porou flood victims. Interested to supply local demand.
	Ru, Kerikeri	demand.



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	



# 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





# 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 lwi.
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	<ul> <li>Ngakahu/ Ngakohu Ahuwhenua Trust</li> <li>small working group</li> <li>Followup from 8.3.23 site visit and workshop</li> <li>Resolutions passed 28.6.2018 and 2022/12</li> <li>Trustees frustrated, relationship breakdown.</li> <li>Trustees hōhā with Council delays since 2018 motion to exit.</li> <li>Decommission of Kauri Dam- Steering Cttee work together with Trust to complete an action plan within a timeframe</li> </ul>	Zoom T Proctor to draft a plan by early June to decommission Kauri Dam



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	<ul> <li>Nā Te Ture kawanatanga- a - rohe , i puta mai tokowhā ngā Kaikaunihera Māori kei te Kaunihera o Te Raki.</li> <li>Me āta whakaaro he aha ngā mahi a ngā Kaikaunihera Māori me ngā hononga mahi i waenga ngā hapu me ngā Iwi.</li> <li>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.</li> <li>The Local Government Act provided an opportunity for four Māori Ward Councillors to be members of the FNDC.</li> <li>Roles and responsibilities of Māori Ward Councillors; relationships with Iwi, Hapu, Te Kahu o Taonui and Māori organisations to be confirmed.</li> <li>Te Hono and Māori ward councillors- to consider working together to achieve shared outcomes for Māori and Iwi</li> </ul>	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



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	<ul> <li>Infrastructure &amp; resource consent process slow</li> <li>Wastewater connections fuzzy</li> <li>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</li> </ul>
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	<ul> <li>Mangamuka Marae 75 years anniversary- ANZAC Day 2023</li> <li>Te Tiriti o Waitangi Marae Waitangi , 100 years anniversary</li> <li>Matua Bom Gillies – for Māori Battalion Flag colours Feb 2023 , recognition of the number 28 – for He Whakaputanga.</li> <li>Te Rangi Aniwaniwa – 30 years anniversary Feb 3, 2023</li> </ul>



Alana Thomas - appointed as permanent Judge to the Māori Land Court
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Portfolio	<ol> <li>Assurance &amp; Risk Committee- will need -An internal group to analyse and manage risks to the organisation</li> <li>Kuaka Committee - Kaupapa Māori issues / Hapu lwi , Māori relationships</li> <li>Te Oneroa a Tohe Board</li> <li>Reforms Portfolio</li> <li>Ngakahu/Ngakohu Ahuwhenua Steering Group</li> </ol>
Locals Rural isolation	<ul> <li>Life is tough daily. Keep rates and general costs down</li> <li>People want to be part of their own solutions</li> <li>Pī is a dangerous element- splitting whanau apart</li> <li>Kaitaia Airport a lifeline necessity</li> </ul>
	<ol> <li>Annual and long-term plan- confirm what we can/should achieve</li> <li>Austere budget &amp; affordability.</li> <li>Keeping rates low- cost of living &amp; high levels of poharatanga</li> <li>Prioritise projects – Community priorities spread over 3 years</li> <li>Staffing to achieve/support the annual and long-term plan         <ul> <li>Servicing our ratepayers , advisory roles, consenting &amp; compliance.</li> <li>Equitable spend across 3 communities over 3 years</li> <li>Gathering &amp; measuring good feedback, clear comms</li> <li>Bring in extra income-devolve roles to other funders- i.e. halls , parks</li> <li>Planning for climate resilience &amp; risk mitigation</li> <li>Data collection &amp; growth projection</li> <li>Iwi, hapu, Māori &amp; inter agency relationships for better outcomes</li> <li>Infrastructure needs &amp; strategy better turnaround</li> <li>Creative about delivery of services and community projects</li> <li>trade training centres to build youth capacity</li> </ul> </li> <li>FNDC Resilience         <ul> <li>Regular maintenance</li> <li>Rates , Roading , Drainage , 3 Waters, Housing, Extra Income</li> <li>Post Gabrielle recovery &amp; risk prevention, CDEM at local level</li> </ul> </li> </ol>

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



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
17 <sup>th</sup> 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
18 <sup>th</sup> April	Te Huia ERC	N/A
20 <sup>th</sup> April	Joint Regional Economic	Establishing a robust process of hiring and interviewing Northland
21 <sup>st</sup> 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
25 <sup>th</sup> 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
27 <sup>th</sup> April	Mayor and Councillor catch up	N/A
1 <sup>St</sup> 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
4 <sup>th</sup> 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
5 <sup>th</sup> May	Kaikohe WWTP working group hui	A meeting with Council staff and Kaikohe mana- whenua to address



		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.
8 <sup>th</sup> 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 18 <sup>th of</sup> May.
10 – 12 <sup>th</sup> 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 lwi 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



## 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 lwi and hapu rangatiratanga.
- Rawene WWTP Rawene hearings about Hokianga harbour and discharge of wastewater in to the moana.



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.



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:	
_earnings:	
Value for the organisation:	



Name: Cr Rākena

Ward: Ngā Tai o Tokerau

Date: 12/5/23

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## **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 kë te kaiwhakarite i tënei hui. Waihoki, ko töna ito, he körero mö te mahere me ngā rautaki hei hipokina atu ngā taipito körero o te wā ki ngā iwi o Te Hiku. I konei ahau tūtaki ai ki te kaimahi a Ken Lewis. I puta hoki te körero mö tētahi tūranga kua whakaritea mö 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.



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 tënei 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			



С	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.		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
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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		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.

















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
	· Business Call
4/05/23	· Nth Inc Board Strategy Meeting
3/05/23	· Grow Kaikohe Meeting
2/05/23	· Verbal briefing to elected members
	<ul> <li>Northland Chamber of Commerce Board Meeting</li> </ul>
1/05/23	· Kaikohe Business Assn Meeting
	· Okaihau Hall Meeting
27/04/23	· Business Call
	<ul> <li>May &amp; Council meeting with LGNZ Chief Executive</li> </ul>
	<ul> <li>Exec Review governance priorities</li> </ul>
	· 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
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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.







# Pūrongo ā-Mema | Member Report

### **Mayor Moko Tepania**

Date: 07/06/2023

Rā   Date	Kaupapa Hui   Meeting Topic
15/05/23	Meeting with Hon Kelvin Davis via Teams  Te Tai Tokerau's Cyclone Gabrielle Recovery structure  Lake Ōmāpere Hui, Kaikohe  Meeting with the Lake Ōmāpere Trust on working together to see the restoration of our lake. Importance of partnership, keeping each other in the loop and ensuring that we are sharing comms.  Weekly CE/Mayor Catch Up via Teams  Office of the Mayor Catchup via Teams  EA discussed with Mayor and Deputy latest action items  Community & Engagement Catchup via Teams  Discussion around active comms from council.
16/05/23	Te Kuaka - Te Ao Māori Committee Workshop, Kaikohe - Hosted co-chairs of Te Kahu o Taonui, Harry Burkhart and Mariameno Kapa- Kingi to discuss terms of reference for our Te Kuaka Committee.
17/05/23	Annual Plan Oral Submissions, Kaikohe Meeting with Hon Kelvin Davis via Zoom Te Tai Tokerau's Cyclone Gabrielle Recovery
18/05/23	Far North Business Leaders Call via Teams  Monthly Catch Up with Te Hono via Teams  Agenda Preview with CEO via Teams  Youth Week 2023 – 'Y' Panel for Make It 16 Campaign via Zoom
19/05/23	LGNZ National Council, Wellington  - Future for Local Government update  - Policy priorities for upcoming Central Government election  - China Mayoral Forum update  - Conference and remits update
20/05/23	Swearing in of Judge Alana Thomas to the Māori Land Court, Te Tii Haramai te ātaahua o te Nohoanga Motuhake o Te Kooti Whenua Māori mō Kaiwhakawā Thomas. Excellent to represent council at the Extraordinary sitting of the Māori Land Court to swear in Judge Thomas.
22/05/23	Te Hua o te Kawariki Trust Manea Footprints of Kupe Meeting, Kaikohe Weekly CE/Mayor Catch Up via Teams MTFJ Council Meeting via Teams Safety Follow Up Meeting with NDL Security via Teams - Discussions around a Far North TownSafe Kaitāia Trial similar to the CitySafe Whangārei programme Cyclone Gabrielle Relief - Ngāti Hine Forestry Trust Meeting via Teams Zone One - Extraordinary Meeting via Zoom
23/05/23	Annual Plan Workshop, Kaikohe Matawii Reservoir Opening, Ngāwhā Extraordinary Council Meeting, Kaikohe

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# Pūrongo ā-Mema | Member Report

24/05/23	Whānau Resilience Symposium, Waitangi - Guest speaker for the symposium to address domestic violence in Northland Introducing a 'local bill' to Parliament Catchup with Our Kerikeri via Teams Te Hono Catch Up via Teams Constituent Meeting, Kerikeri Youth Council – Festival for the Future Update via Teams		
25/05/23	Far North Business Leaders Call via Teams Divestment of Housing for the Elderly Workshop, Kaikohe Kaitaia Airport Workshop, Kaikohe		
26/05/23	Northland Mayoral Forum, Whangārei - Northland Transportation Alliance Review - Water Entity A Update - Northland Inc Update Interim CEO – Interview via Teams		
29/05/23	Weekly CE/Mayor Catch Up via Teams Constituent Meeting, Kerikeri Agency Meetings – Interview for Recruitment Companies, Kerikeri		
30/05/23	Interim CEO – Interview via Teams Chanel College Visit at Waitangi Treaty Grounds, Waitangi Mayoral Relief Fund Panel Review via Teams Interim CEO – Interviews via Teams		
31/05/23	Southern Animal Shelter Opening, Te Wāwā Merlin Labs Visit, Kerikeri Te Hono Meeting – Rāwene Waka Return, Kaikohe Office of the Mayor Catchup via Teams Constituent Meeting, Kaikohe		
01/06/23	Meeting with new Infrastructure Acceleration Fund Manager, Kaikohe Council Meeting, Kaikohe - Signing of Memorandum of Undestanding with Ngāti Rēhia for Aotearoa Reorua for Kerikeri to become the Far North's first Bilingual Town - Annual Plan Deliberations		
02/06/23	MTFJ Extraordinary Core Group Meeting - MTFJ/LGNZ Relationship via Zoom Media Interviews Meeting with SLT via Teams Waitangi Week 2023 Review for Waitangi National Trust via Zoom Whakaoranga Hub Meeting, Kaikohe Kaitāia Aiport Lease Discussion via Teams Media Interview		
06/06/23	Office of the Mayor Catchup Weekly CE/Mayor Catch Up via Teams Mayors Taskforce for Jobs Catchup via Teams		
07/06/23	Tupu Tonu – Ngāpuhi Investment Meeting, Wellington MTFJ Core Group Meeting, Wellington		
08/06/23 - 09/06/23	Festival for the Future with Far North Youth Council, Wellington		

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Name: Kōwhai | Deputy Mayor Kelly Stratford

Ward: Bay of Islands - Whangaroa

Date: 9 June 2023

### **Meetings Attended**

Date	Meeting Topic	Comment
15.5.23	Cyclone Gabrielle Resilience and Recovery	Looking to build a Resilience Plan which builds on the cyclone Gabrielle Recovery plan, to prepare communities for the impacts of extreme weather events, including increases in frequency and severity with climate change. The plan will include a clear set of priority actions/projects with indicative costs to build resilience for Northland. Actions will range in size from large scale projects that require significant funding, to smaller scale "easy wins" projects that can be delivered on the ground in a shorter time frame.
	Weekly CE:Mayoral catchup	
	Tokotoru Tapu	catchup with Pouawhina Manukura
	Communication & Engagement	Catch up on process for many requests for media
	CDEM agenda preview	
16.5.23	Te Kuaka wananga	Workshop on what the committee will do, how can it work effectively
17.5.23	Annual Plan Oral Submissions	
	CAPEX Q & A session for Annual Plan	
	Recovery Governance group with Minister Davis	Meeting with Minister Davis CDEM committee and members within isolated communities.
18.5.23	Council Agenda Preview	
	Pipi Patch Hearing	Popped in during a break in the day to observe the hearing in Paihia. Good to see a lot of locals watching.
	Community Response	Debrief with a community member in Hokianga over challenges during severe weather and goals going forward.



Senior Leadership social housing staff  Senior Leadership social housing staff  Met with the staff that look after custom social housing. They shared with us the processes, where staff are located and deal with any issues. We shared ways of working with iw health providers and he community. It was good to hear the myt tenants are not evicted dispelled. If a lo does not work, tenants are moved.  20.5.23 Nohoanga Motuhake o Te Kooti Whenua Māori - Kaiwhakawa Thomas  21.5.23 Rangitane Jetty Met with residents and hapū to discuss and developments with the resource co application.  22.5.23 Weekly CE:Mayoral Catchup  LGNZ Zone 1 Hui Discussing which remits we will tautoko this year's AGM. FNDC will receive all to be voted on before the LGNZ Confer  23.5.23 Annual Plan Workshop  Matawii Dam Official Opening  Extraordinary Council Hui  25.5.23 LGNZ Sector meetings and workshops  Rural and Provincial sectors together for days  26.5.23 Presenting Te Tawhito – hīkoi to Te Papa Museum  Sectors Together, bringing the Metro, R Rural and Provincial sectors together for days  Accompanying Northland artist Medina her raranga (weaving) - Te Tawhito". It been an honour to watch this talented to her beautiful work to the next level. And for it.  Interim CE Interview  National Sustainability Showcase  Ballance Farm Environment Teveronment Teveronmen		Meeting with resident wishing to hear on the development and the role of co	Kerikeri Development	19.5.23
Whenua Māori - Kaiwhakawā Thomas  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  Thomas of Ngati Rehia.  Interise Lety and evelopments with the resource coapplication.  The New Zealand Farm Environment Times and evelopments with the resource coapplication.  The New Zealand Farm Environment Times and evelopments with the resource coapplication.  The New Zealand Farm Environment Times and evelopments with the resource coapplication.  The New Zealand Farm Environment Times and evelope and hope of the LGNZ Confer to be voted on before the LGNZ	with us their ated and how they ed ways of ers and hapū and ar the myth ed. If a location	social housing. They shared with us the processes, where staff are located and deal with any issues. We shared ways working with iwi health providers and health community. It was good to hear the my tenants are not evicted dispelled. If a little of the social content of the social cont		
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	•		National Sustainability Showcase	
30.5.23 Interim CE Interviews			Interim CE Interviews	30.5.23
Housing Portfolio See notes below		See notes below	Housing Portfolio	



31.5.23	Presentation to Ngā Pae o te Māramatanga	In light of recent extreme weather events, community leaders from Tairāwhiti, Heretaunga and Te Tai Tokerau were asked by Auckland University what they really need for recovery and future resilience. The conversation will aid researchers in orientating their work more effectively towards these communities and their issues. Which may present some research reports of use to hapū, iwi and communities in their resilience and retreat journey.
1.6.23	Introductions re Infrastructure Acceleration Fund	Meeting the new staff member responsible for this tranche of mahi.
1.6.23	Council hui	
2.6.23	SLT Update re Interim CE	
	Introduction to Integrated Planning & Growth Planning Team	Some familiar faces, in some new roles to address spatial, growth and master planning alongside the district plan team. A brief for elected members coming which will propose a workshop on the definition and differentiation between Spatial Planning, Master planning and Placemaking and then start working through the projects for this across the district going forward that will be picked up by the Growth Planning and Placemaking Team
	Workplace Insights	Studio DB presentation on what their spaces can do for workplace productivity and recovering from the societal issues which impacted us through the pandemic.
	Cyclone Gabrielle Recovery Governance Group	Agreed in principle the scope of works document for the resilience mahi we will have purview of.
	Kaitaia Airport	I missed the workshop the previous week, so was good to have an update on where we are at. Council appetite to have an operational airport in Kaitaia stands. Prepared to work with our partners to achieve this.
	Tokotoru Tapu Catch-up	Our EA trying to organise and support Kahika and Kōwhai. It is a challenge I am sure.
6.6.23	Northland CDEM Joint Committee	Good presentation on the accumulated rainfall and tsunami alarm upgrades. Noted that there was no FNDC rep on the CEG which is held before the Joint Committee.



7.6.23	Kaikohe tangi for a wahine that has left an amazing legacy	I saw Kaikohe in it's truest spirit this week. Loads of outpouring of support and aroha for one another.
8.6.23	Business Call	Some of the districts business and agency representatives sharing what's hot and what's not, and what may need a little support from the mayors office.
	lwi and hapū disaster preparation	Researcher seeking more information on what is needed in the way of disaster research.
	Karangahape Marae, Matangirau	Site visit to gain some understanding on a vehicle crossing consent and compliance.
8.6.23	Frank Aldridge	Pre-planning for our strategic wananga
9.6.23	Housing developments	Hui with resident wishing to share property availability and concerns over the method of engagement by Kainga Ora for Kerikeri when the time comes.

### **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	
Kohukohu Hall	We have the interim AGM coming up. There will be 3 members appointed to this committee, in lieu of a chair being appointed later in the year, Kaikohe – Hokianga Board chair, will be the chairperson. And board member Harmonie Gundry will continue to be a committee member.	
Roads	Have been assisting people with lodging RFS's under their own names, and am noticing a prompt response.	
Culverts	The issue is not going away. Culvert cleaning is a huge issue. The fact some culverts have not been cleared since last year or even before then, reflects terribly on this council. Another thing not dealt with.	
Water outages	We need regular reporting on our levels of service. I am noticing reports of lots of water outages. And I feel like it is more frequent. One in Opua was recently 19 hours and I want to assess whether that meets our level of service and inquire whether it was dealt with appropriately.	

### Portfolio Update: (Housing Portfolio)

 Have been meeting 1:1 with residents raising concerns over the Kainga Ora consent. Was able to dispel the myths that the Clark Rd development would impact on the proposed CBD ring road. It will not. It's not going to be 6 storeys. The waitlist for Kerikeri housing is at 265



homes. Perception that social housing requires a different type of consultation, that differs from provision for higher income families. It does not.

#### **Matters for Discussion**

Are staff and elected members being subjected to more frequent derogatory comments or verbal abuse? I don't tolerate it and am calling out bad behaviour. I am on the verge of taking out a protection order on one person. I suspect as the campaigning for general elections picks up the abuse will increase. (Mostly consists of racist and sexist comments but also some name calling and accusations). Meanwhile, what is our organisation doing to ensure that staff are kept safe and managing their wellbeing?

### **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: LGNZ Combined Sector

Date of Event: Thursday 25th May and Friday 26th of May 2023

**Learnings:** Key take away for me was from Girls Who Grow – 5<sup>th</sup> generation farming and now farming sustainably. She explained how her family had done this. And the role local government plays in this, and how to approach it. She recommended respect, empathy, and compassion.

Value for the organisation: On day one we had a mix of political speakers and workshops. It was all about local government influencing central government decision making. Day two we got into issues that impact our specific sector (Rural & Provincial). The funding of roads, climate change and sustainable agriculture hot topics. The value is good networking, being able to share and learn new ways of doing things. What's normal, what's not.



Name: Councillor Ann Court

Date: June 2023

#### Portfolio Update:

The roading portfolio meeting was held 30 May. I am questioning the worth of tying up so much valuable staff time at these meetings.

With the focus on financial information, contract outcomes, project delivery and scheduled maintenance and capex – is this really information that should be held by two EM's?

As the Mayor has indicated his desire to establish a roading committee. My view is staff and elected members time would be better utilized via this avenue for future sitreps, strategic planning and information exchange as a publicly consumable committee. This would make this topic more transparent and inclusive. With so much going on at Mayoral Forum level, Waka Kotahi level, Regional Land Transport Level, and at each TA level – there doesn't appear to be one collective voice. Albeit I think we are all in alignment on what that should look like.

Mangamuka Business Case is going to the board of Waka Kotahi this month. The final BC is (as with all things) a bit of a compromise. It doesn't go far enough for some. But in trying to strike the right balance between practicality, affordability and getting it over the line – I think the team did a great job. The door is open to come back and work on future stages.

Brynderwyn by-pass route was also going to the board of Waka Kotahi this month following a workshop facilitated by Waka Kotahi. Whilst I was not notified of that event, the Far North was represented by the attendance of our district engineer. For completeness the original list of 9 possibles had been whittled down to 2 via the preliminary business case methodology. Whilst both of the final two on the western side. A third option is being advocated by the Regional Land Transport Committee.

#### **Northland Road Safety Meeting**

The Northland Road Safety Meeting was held Friday 26 May in Whangarei. A new motorcycle safety strategy was presented along with presentations on Emergency Response challenges on the road, Bike Northlands 'Share the Road' and the trial Driver Licensing update. As usual the Police presented on the regions road crashes which is always incredibly sad.

Road Safety Month was held this month. I couldn't attend the big event in Whangarei due to it clashing with our formal agenda but I wanted to take a moment to recognize all of our road safety hero's both paid and volunteer who do such an amazing job in this space.



#### **Disability Action Group**

I don't know what has happened but where have all our members gone? Our last few meetings have had a very poor turn out with only three members of the disability community turning up. Perhaps its time for a refresh with some meaningful outcomes to keep the spirits inspired?

#### Te Puawaitanga

No meetings are being proposed to be held until the Council workshop has been convened to focus on next steps.

The working group have completed their Terms of Reference – Stage One but are very keen to continue to be involved.

#### **Liquor Licensing**

Year to date 239 applications have been received. Training is continuing online with regular webinars.

#### Hearings Resolved

The Pipi Patch application by Castle Management Paihia Limited for a new On-Licence has been declined. The applicant must cease trading on or before 21 July 2023.

The applicant has the right to appeal against this decision. The legislation provides for a window of 10 working days after the date on which notice of the decision is given to the applicant. At the time of writing this report the applicant is still within the 10-day timeframe.

The decision speaks a lot to the impact of contracts with the Ministry of Social Development (MSD) and Corrections for social and/or emergency housing and the impact this has had on the local community. Notably at [164-165] in the decision the following is recorded. "The objectors want Paihia to return to the 'days of old' where tourists and backpackers flocked to Paihia to enjoy the summer and its beaches. All the licensed premises on Kings Road have a role to play in that future. For (redacted) to put money before the social consequences of accepting the MSD and Corrections contracts does him no credit. His 'veiled threat' to fill Pipi Patch with more social housing should the licence not be granted confirms that stance"

Two opposed Managers Certificate Applications were heard by way of a public hearing on the 29<sup>th</sup> of May. One additional application was withdrawn. Both applications were granted



#### Hearings pending.

The reconvening of the Nautipenguin Limited application is proving somewhat challenging due to the availability of committee members and objectors. I am concerned it has dragged on for far too long. WIP

Two further opposed Managers Certificate Applications will be heard by public hearing this month

#### **Regional Land Transport Committee**

Agenda received 7 June. At the time of writing this report it is still sitting in my inbox awaiting my attention. Hopefully a copy will have been circulated to my colleagues with my cover notes prior to this report being received.

#### **Road Safety: Continued**

In recent years between 90-100 deaths annually have involved a driver/rider with drugs in their system where the Police deem that a contributing factor to the crash. About half of cases involve alcohol at some level as well.

There are now 25 listed drugs (21 prescription and 4 illicit - all drugs that are considered most likely to impair driving) and they each have blood testing levels that equate to either an infringement offence or a criminal offence.

Qualifying drug	High-risk level (ng/ml)
Alprazolam	50
Amphetamine	100
Buprenorphine	1
Clonazepam	50
Cocaine	20
Codeine	200
Diazepam	200
Dihydrocodeine	200
Fentanyl	0.5
GHB	50,000
Ketamine	50
Lorazepam	30
MDMA	50
Methadone	200
Methamphetamine	50
Midazolam	30
Morphine	20
Nitrazepam	50
Oxazepam	800
Oxycodone	50
Temazepam	800



Qualifying drug	High-risk level (ng/ml)
THC (cannabis)	3
Tramadol	250
Triazolam	4
Zopiclone	

The new penalties will apply to people who fail the Police CIT (compulsory impairment test) and then have a positive blood test, or crash victims who have a positive blood test. An infringement-level offence involves a fine of \$200 and 50 demerit points for one substance or \$400 and 75 demerit points if multiple substances (combination of drugs and/or alcohol) are detected. If someone accumulates 100 or more active demerit points within any two-year period, their licence is suspended for three months. A criminal office will result in a disqualification from driving for at least 6 months.

There is a lot of communication required in this space because it will be very challenging for some in our community to accept, that some prescription drug use can and will contribute to adverse road safety outcomes and will result in infringements being issued. If a medicine is in common use such as some anti-depressants or pain medications does not mean it is safe to operate machinery or drive.

#### **New Zealand Automobile Association**

Our road maintenance New Zealand wide campaign is putting the spotlight on the poor state of our network.

Evidence collected shows that Waka Kotahi's maintenance in Northland in terms of resurfacing and road foundations targets have been consistently missed over the last several years.

Our campaign is ready to go with a mail out to current central government politicians, candidates for central government, Mayors, RTC members, Business leaders, Road Transport Forum and Waka Kotahi.

Media releases will also be issued.

Due to the timing of submitting this report, I have not attached a copy at this time.

The Northland Branch of the Automobile Association has quarterly meeting with Waka Kotahi and the NTA in Whangarei. I attended the 15 May meeting.

Our monthly meetings continue in Whangarei.

## **Household Travel Survey**

The NZ Travel Survey has been run by the Ministry of Transport for the past 25 years. The survey records the amount of time people spend travelling, the distance they travel, how they travel and why they travel.



#### Multi-decade trends

Comparing the 2019-2022 results with the same survey 10 years ago, the proportion of trips are:

- the share of car use has climbed four percentage points from 78% (now 82%)
- walking has dropped three percentage points from 13% (now 10%)
- cycling has remained about the same (2%)
- public transport has gained one percentage point (now 5%)

Looking at mode share over 20 years, in percentage terms the decline in walking and increase in public transport use are most notable:

- travelling by car has increased 5%
- · walking has decreased 23%
- cycling has doubled (from 1% to 2%)
- public transport has increased 20%

What are people mostly travelling for?

Naturally, people's purpose for travel varies greatly by age. And an aging population will therefore clearly effect the statistics over time. Currently on average:

- 49% of trips are to buy stuff (goods/services) the biggest reason for travel by far
- 19% of trips are for commuting
- 17% of trips are for socialising and/or entertainment
- 11% of trips are to drop off/pick up someone or accompany someone else
- 10% of trips are for sports/exercise
- 7% of trips are part of work itself

Trends are currently showing an increase in car travel and a slight increase in public transport travel and cycling, but all the growth has been at the expense of walking trips which have dropped significantly. Basically, people are using more energy to get around now than they did a decade ago, largely to save time and to achieve distance. It therefore seems unlikely that substituting slower alternatives to trips will be all that attractive to most people going forward, particularly as our population ages.



Name: Cr Kapa

Ward: Tai Tokerau Maori Ward

Date: May/June 2023

## **Meetings Attended**

Date: May/June	Meeting Topic	Comment
Mon 15	Khe Lib & Civic Centre meeting:	Travel: 240Km Base to Kaikohe Return New membership to be recommended and approved by Council. Planning to show two options: Plus TRAION or Doonan section. Next meeting July 10.
Tues 16	*Northland Aquatics Facilities Plan meeting: *Te Kuaka meeting:	Online: >Survey being conducted to determine regular use, organisations to manage and model. WIP >Update
Wed 17	Annual Plan Oral Submissions meeting	Travel: 120Km Base to Kaikohe [overnight] Full day update and discussion.
Thurs 18	*Monthly Catch-up with Te Hono meeting: *Legal Advice meeting: *Min of Bus & TRAION dinner	Travel: Overnight in Kaikohe >Clarity around EM and access to staff for assistance. >Discussion points with TRAION. >Invite to dinner.
Fri 19	Kainga Ora/Snr Leaders & Housing Port-folio Meeting:	Travel: 120Km Return to Base. Discuss organisation delivery in area, intro Snr staff and how FNDC can work together.
Mon 22	*Te Hua o te Kawariki Trust/Manea Footprints of Kupe Meeting: *LGNZ Remits Meeting:	Travel: 120Km Base to Kaikohe [overnight] Representation met and discussed concerns with regards to regular use of centre. WIP Online: Updates.
Tues 23	*Annual Plan Workshop:  * Matawii Dam Opening:  *Extraordinary Council Meeting:	Travel: 120Km Return to Base >Lengthy discussions. >Attended >
Wed 24	*Khe/Hokianga Hapu Wastewater Meeting: *Monthly Catch-up with Te Hono Meeting:	Travel: 120Km Base to Kaikohe [overnight]. >Combine efforts and work together toward better wastewater system. >
Thurs 25	Divestment of housing for the Elderly Workshop Meeting:	Travel: Overnight in Kaikohe EM confirms option 2.



Fri 26	Turner Centre Board Meeting:	Travel: 120Km Return to Base  Awaiting FNDC decision to take over ownership. R Smith new Board member.
Tues 30	*Permanent Route Design & Executive Monthly Meeting.  *Housing Portfolio Update Meeting:  *Shane Watts proposal Meeting:	Travel: 240Km Base to Kaikohe Return >Who in legal is covering lease? Contact person from Legal? Email sent to Grp Manager. >Housing Strat being prepared, New Te Pouahi Board selected. >Proposal submitted to CB for consideration.
June: Thurs 1	Council Monthly Meeting:	Travel: 240Km Base to Kaikohe Return Lengthy meeting forced some items to be addressed later. WIP
Fri 9	Khe Hapu/TRAION invite to Meeting with Gull Station Representatives.	Travel: 240Km Base to Kaikohe Return Discussed Gull proposal to erect Gull station next to Marino Place Cemetery. Hapu objected but offered another location. RC lodged but not approved. WIP
Sat 10	Ahikiwi Bridge Stage One Opening invite Cycle Trail Kaihu, Kaipara	Travel: 160Km Base to Kaihu Return Stage One, Cycle trail progress closer to BOI Cycle Trail. WIP

### **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
Solar Lights damaged	Kaitaia community member reported lights alongside walk way behind Civic Centre are damaged [approx. 12] giving no light to pathway making it unsafe for walkers at night. Forwarded to CB Chair for consideration.
West Entrance to Kaikohe	Kaikohe community member complains drainage blocked at shoulder causing danger to young children as water is deep. Also, property at corner of Broadway/Tawanui Rd needs mowing? Resolved by Cr. Kapa

## Portfolio Update: (Name of Portfolio)

- **Khe Lib & Civic Centre:** Paper required to council to make changes for new members appointed.
- Cycle Trail: Confirmation required for lease.
- Housing: Strategic Plan in progress, workshop on RC & BC being planned.
- Sport Northland: BOI Facility being discussed by Board.



### **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.

### **Training / Conference Attendance**

Nil

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:		
_earnings:		
Value for the organisation:		





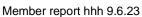
### Member report hhh 9.6.23

## Name: H Halkyard- Harawira 9.6.23 Ward: Te Hiku Māori

<ul> <li>Take Kaunihera Local Government Act provided four Māori ward councillors in Far North.</li> <li>#Role 1 to strengthen the rangatiratanga and influence of lwi and hapu in local government and the management of taiao.</li> <li>#Role 2 to achieve shared outcomes for lwi / hapu and community - eg new housing, 3 Waters resilience funding subsidies, joint working business relationships</li> <li>#Role 3 to participate and advocate for law reforms that disadvantage Māori - keep abreast of Waitangi Tribunal recommendations and legal implications</li> <li>#Role 4 to engage with Māori voters re preferred Māori ward takiwā by Matariki 2024 (Māori Wards Discussion paper 17.11.22)</li> <li>#Role 5 Te oranga o te tangata me te taiao General wellbeing of people and the environment</li> </ul>		
16 May	#1& 5 Rawene Wastewater Resource Consent Hearing	100% objections to tiko being dumped in the Hokianga Harbour over 35 years- community request NRC Commissioner to not grant consent to FNDC. Rawene unable to cope with extra overflow from Kerikeri and Kaikohe sewage .Seek alternative land based solutions
16 May	#1& 2 Kaikohe - 12.30 Te Kuaka Komiti Te Kahu o Taonui Hui with Iwi Co chairs-	Set standing orders for Te Kuaka Komiti.  To update Te Mana Whakahono a Rohe and Hapu Management Plans Huri haere ki nga hui a marae Seek kaimahi to work on strategic relationships with Iwi and Hapu in Te Raki.
17 May	#2& 5 Kaikohe 9.30 Annual Plan Workshop 2pm Matawl Reservoir 4 pm Extraordinary Council Hui	Oral & online submissions re Turner Centre 690 submiiters, 623 support to remain a cultural centre Freehold Māori Land Rates Remissions 690 submitters. 270 yes, 60 no, 220 unsure, 24 no answer. Matawīi Reservoir- Far North Holdings and Ngāti Rangi joint relationship opened by MP Kiri Allan
18 May	#2 9.00 Te Hono workshop-	Kia mahi ngātahi ngā Kaikaunihera Māori me ngā kaimahi o Te Hono, hei tūtuki ngā kaupapa.
19 May	#1&5 Te Oneroa a Tohe Board Hui- Virtual	Visual signage to slow speed to 30km in beach exits at Te Neke and Waipapakauri . Other exits closed by hapu and Iwi due to trashing of beach and disrespect of some public users.  Sept 28-30 Moana Restoration hui.
22 May	#2& 5 Northland Inc 2.30- 4.30 -Innovation Workshop Kaitaia Digital HuB	Use of artificial intelligence technologies in successful businesses- 10 critical factors of success- one being multiple solutions for online customer feedback
24 May	#2 1.30 Te Hono catch up	Role of Te Hono kaimahi - ngā take Māori
25 May	<b>#2&amp; 5</b> 9.30 Homes for the Elderly Workshop	Followup on 2022 motion to divest kaumatua kuia homes in order to reduce rates costs.  Process in place to hear 9 suitable contenders.  Awaiting LINZ, Arawhiti diligence

25 May	#1 & 5 Kaitaia Airport-Te Rangi Aniwaniwa- lease renewal Ngai Takoto Iwi and Hapu mana whenua of Ngāti Kahu Will purchase back land taken from Erstich whānau by Public Works Act during WW2 support continuation of airport as a commuter and emergency service	Ngai Takoto and mana whenua of Ngāti Kahu: Ngai Tohianga, Patu Koraha, Te Pātu and Erstich whānau agree to plan to buy back Te Rangi Aniwaniwa & in agreement for airport to continue. FNDC ready to sign new lease.  Action by 30 Aug, 2023  1) LINZ- to sell land back to joint lwi/ hapu owners 2) lwi / hapu to enter into a long term lease with FNDC et al for runway certification, runway and buildings upgrade. 3) lwi/ hapu / airport long term management committee formed.
31 May	#3 7pm Hui Maruata - Virtual Issues and support forMāori councilors in local government	Use of Te Reo Māori in hui, maintain positive wairua and values in issues faced by Māori.
1 June	#2 & 5 Council Hui - virtual 9.30-4 next Council hui 29/6	Kerikeri first bi-lingual town in Tai Tokerau- 5 year journey by Ngāti Rēhia. Annual Plan- new projects to include in budget Turner Centre - will be run by Council Maori freehold land rates remissions passed District rates increase 6.8%
Sat 4 June	#3 Te Runanga Nui o Ngā Kura Kaupapa Māori - a humi	Next steps in Waitangi Tribunal hearings to establish a parallel education pathway
6 June	#2 Te Hiku Community Board	Strong call from Kaitaia to retain mosaic wall where new Civic plaza is being developed Matariki project in far North Libraries
7 June	#5 Opening of Kaitaia Netball Courts	Karakia by Mike Te Wake. Claire Stensness outlined long commitment to run and fundraise for Mangonui Netball. Contractors inspired by Mrs Stensness to finish grounds.
Ongoing	#1 Ngakahu/ Ngakohu Ahuwhenua Steering group set up years past. Māori land trustees frustrated with delays to dis-establish the Kauri Dam • Resolutions passed 28.6.2018 to exit Kauri Dam and 2022/12	Followup from 8.2.23 site visit & workshop  A plan to be completed by early June to decommission Kauri Dam within a timeframe
Ongoing	<ul> <li>#1 Moringai - Ahipara</li> <li>Followup legal challenge from Tamaki Legal Dec 2022</li> <li>Hapu allege FNDC failed to represent their interests in 2008 Environment Court when a developer sought one of two reserves be converted to general title.</li> <li>Hapu call to revert and return Moringai as a Historic not a local Reserve,</li> <li>Pohutukawa protected in</li> </ul>	Emara- FNDC to draft response to seven requests and to have a followup hui June- July 2023  Pātai Nui- nā wai te hē, mā wai e whakatika? Who is responsible and who will remedy this?  Local landowner ready to leave whenua on reimbursement.







		THE PRODUCTION OF THE PARTIES AND THE RE
Ahipara Takiwā Plan but not in FNDC Notable Trees; want apology from FNDC re wrongful cutting of tree & memorial plaque		

Portfolio Auaha	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
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Kaupapa	Kōrero 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.	
Kua wheturangitia Na koutou i tangi, na matou i tangi	<ul> <li>Mere Taylor-Tuiloma - manu tioriori, ringa toi me kaihautu waka nō Motukiore</li> <li>Perihika Herbert Wikitera- he taiohi tonu,nō Pawarenga me Manukau</li> <li>Tina Yates Perry - te mareikura o Takahue, hoa rangatira a Bill Perry</li> <li>Garry Porter mai Waitakere Waka Ama o mua, i nehu i Whangape.</li> <li>Grace Porter, kuia nō Matangirau Whangaroa</li> <li>Kuia - Linda Wood, i hinga i tana kainga i Kaikohe</li> <li>Thomas Hape- nō Mangamuka- hoa tane a Gertie Murray</li> <li>(Aroha mai mehemea kua wareware ētahi ingoa)</li> </ul>	
#3 Wai 45 Claim	Claimants – email briefs of evidence sent to me regarding unresolved Ngāti Kahu land claims in Muriwhenua.	
#3Wai 1718 Claim	He kereme ohotata kia tū he ara matauranga motuhake mō ngā Kohanga Reo, Kura Kaupapa Māori, Kura a lwi, me ngā Wānanga Māori.	
#2 Housing on Māori Land	Infrastructure & resource consent process slow     HUD, Te Pauahi, TPK, many funding pools- how to work together to get maximum outcomes for Tai Tokerau whanau needing housing •	
#5 Housing on General land	Feedback-same as above, community consultation necessary- social housing don't want to create project slums. 100 whare in small plot in Kaikohe, Kerikeri- spread housing to outer areas- design need to suit Tai Tokerau whānau	
#1& 5 Wai Tiko -	Stop dumping of sewage in all harbours of Tai Tokerau by Dec 2023. Hapu / Community Management plans for land based solutions- needs to be aN agreed standard across all 16 wastewater plants, similar to that developed in Kaikohe and Taipā. MOANA RESTORATION.	
#1 Coastal restoration	Coastal erosion/ restoration concerns : Kaimaumau, Whangape, Pawarenga, Te Oneroa a Tohe,Taipa impact on dunes, pingao, dangers of sand slides. MACA claims .	

#5 Awanui	<ul> <li>Awanui junction is now SH 1. Traffic volume increased – need a roundabout at Awanui / Mangonui/ Cape junction.</li> <li>Sent RFS re potential slip below 202 Quarry Rd Awanui en route to airport</li> <li>Sent RFS re Whangape roads</li> </ul>	
#2 & 5 Shortage of doctors in Te Hiku	3000 in Muriwhenua not registered with doctor service. ANT Trust setting up Virtual Doctors Clinic for unregistered patients	
He Putea	He maha nga take, he iti te putea, nō reira he pai kia whai pūtea mō ngā take maha mai waho atu o Te Kaunihera.	

Locals Rural isolation	<ul> <li>Life is tough daily. Keep rates and general costs down</li> <li>Roads, rori, huarahi, Mangamuka, potholes, dust, roading</li> <li>People want to be part of their own resilience solutions -</li> <li>Cost of renewable energies</li> <li>Many grandparents are raising their mokopuna</li> <li>Moana Remediation, Moana Restoration - Stop dumping tiko in our moana</li> <li>Kids want local access to good play facilities and recreation centres</li> <li>Pī is a dangerous element- splitting whanau apart - let's not normalise it</li> <li>Mental health services are stretched</li> <li>Kaitaia Airport is a life line necessity - for health emergencies &amp; commuting</li> </ul>
NGĀ MIHI	<ul> <li>King Charles Awards- Kevin Prime ,Frank Solomon, Qiane Matata Sipu</li> <li>KERIKERI- first bilingual town in Tai Tokerau- Ngāti Rēhia</li> <li>Alana Thomas - appointed Judge to Māori Land Court- Ngāti Rēhia</li> <li>Mangamuka Marae 75 years anniversary- ANZAC Day 2023</li> <li>Te Tiriti o Waitangi Marae Waitangi , 100 years anniversary</li> <li>Matua Bom Gillies – for Māori Batallion Flag colours Feb 2023 ,</li> <li>Te Rangi Aniwaniwa – 30 years anniversary Feb 3, 2023</li> </ul>
MĀHERE PLANS  • Annual • 3 year • 10 year	Confirm what we can/should achieve each year  o Prioritise projects – equitable spend over 3 communities during 3 years, better outcomes for Māori (53% of population)  o Staffing to achieve/support the annual and long term plan & to bring in extra subsidies, income for projects - halls & parks  o Austere no frills budget - to keep rates low- cost of living & high levels of poharatanga felt throughout the district.  o Clear comms pānui - gathering & measuring good customer feedback, to help elected members make good decisions.  o FNDC Resilience Planning  • Regular maintenance roading, 3 Waters, facilities  • Work well with other agencies to achieve mutual goals  • for climate resilience & risk mitigation  • Infrastructure needs & strategy better turnaround  • Data collection & growth projection  • Trade training centres to build youth skills capacity  • Access for Māori to work tenders
Ngā mihi	Thanks to Kahikā Moko Tepania & Kowhai Kelly Stratford , Acting CE Janice Smith , <b>Senior Leadership Team</b> , – for their hard work . He mihi atu ki ngā kaimahi me te hāpori i whakatau i a mātou ngā mema o Te Kaunihera.

# Oranga taiao, oranga tangata -

Nurturing the environment so it nurtures us



Name: Cr Rākena

Ward: Ngā Tai o Tokerau

Date: 15/5/23 - 8/6/23

### **Meetings Attended**

Date	Meeting Topic	Comment
15/5/23	Kaikohe Library and Civic Hub Steering Group Meeting	Horekau āku kupu tāpiri.
16/5/23	Hokianga Wastewater Treatment Plant Hearings	Nā ngā hapū o Ngāti Kaharau me Ngāti Hau te tono kia tae atu a māo ko Cr Halkyard-Harawira ki te tautoko i a rātou.
16/5/23	Uiui tahi ki a Tautoko FM	la rua wiki ka kōrero tahi ahau ki a Cyril Chapman mō ngā take o te wā.
16/5/23	Te Kuaka - Te Ao Māori Kōmiti Workshop	I whakatau mātou Te Kaunihera i ētahi o ngā mema mai i Te Kahu o Taonui. Ko te nohonga tuatahi tēnei kei waenganui i Te Kaunihera me Te Kahu o Taonui ki te whakarite i te huarahi e puta ai ngā hua kei waenga i a mātou (Kaunihera) me ngā hapū/iwi o Te Raki.
17/5/23	Annual Plan Oral Submissions	I hono ā-huitopa ahau ki tēnei hui.
17/5/23	Capex Forecast Hui	I hono ā-huitopa ahau ki tēnei hui.
18/5/23	Te Hono Hui	I hono ā-huitopa ahau ki tēnei hui. Waihoki, i wānanga tahi mātou o Ngā Tai o Tokerau ki ngā kaimahi o Te Hono, ki te whakarongo ki ngā take nui kei te kapu o ō rātou ringa. E āta wetewete tonu ana mātou i tētahi rautaki e māmā ai tā mātou mahi tahi ki ngā kaupapa e whai patanga ana ki a Ngāi Māori me Te Kaunihera.
19/5/23	Whakautu i āku īmēra mō te Kaunihera	Nā runga i te nui o āku hui ā-huitopa, ā-kanohi me te pānui haere i ngā ripoata, kua tāpuia e au tētahi rā hei whakautu i te nuinga o āku īmēra.
20/5/23	Te Nohoanga Motuhake a Kaiwhakawā Alana Thomas	He rangi whakahirahira tēnei kia whakanui ai te iwi Māori i te whanaunga nei kua eke ki tōna taumata ikeike. Ka mutu, i tae atu te tini, te rau tāngata ki te whakanui i te wahine nei me tōna whānau.
22/5/23	Te Hua o Te Kawariki Trust – Manea	He hui whakawhanaungatanga tēnei.
22/5/23	Uiui tahi ki a Te Hiku Media	He uiui kei waenga i a mão ko Joel Bristow (Te Hiku Media) mõ ngã take o te wã.



23/5/23	Uiui tahi ki a Tautoko FM	la rua wiki ka kōrero tahi ahau ki a Cyril Chapman mō ngā take o te wā.
23/5/23	Annual Plan Workshop	He hui tātari i ngā kaupapa nui ka uru atu ki tō mātou mahere ā-tau.
23/5/23	Whakatūwheratanga o te Puna Wai ki Matawii	Nā te hapū o Ngāti Rangi te tono kia tae atu ngā Kaikaunihera ki tēnei kaupapa. Ka mutu, i reira Te Taraheti o te Tai Tokerau me ngā kaitōrangapū ki te whakanui i tēnei kaupapa.
23/5/23	Extraordinary Hui Kaunihera	Horekau āku kupu tāpiri.
24/5/23	Te Hono Hui	I hono ā-huitopa ahau ki tēnei hui. Waihoki, i wānanga tahi mātou o Ngā Tai o Tokerau ki ngā kaimahi o Te Hono, ki te whakarongo ki ngā take nui kei te kapu o ō rātou ringa. E āta wetewete tonu ana mātou i tētahi rautaki e māmā ai tā mātou mahi tahi ki ngā kaupapa e whai patanga ana ki a Ngāi Māori me Te Kaunihera.
30/5/23	Uiui mõ ngā kaimahi hou o Te Kaunihera	I whakaritea kia noho ahau ki ngā uiui mō ngā kaimahi hou o Te Kaunihera. He kōrero muna te toenga o ngā pārongo.
31/5/23	Whakatūwheratanga o te whare tiaki kurī	I tae atu a māo ko Kahika Moko ki te whakatūwheratanga o te whare tiaki kurī i Kaikohe. Ka mutu, i reira hoki ngā kaitiaki o Te Uri o Hua me ngā kaimahi o Te Kaunihera.
1/6/23	Hui Kaunihera	Horekau āku kupu tāpiri.
6/6/23	Uiui tahi ki a Tautoko FM	la rua wiki ka kōrero tahi ahau ki a Cyril Chapman ki te kōrero mō ngā take o te wā.
8/6/23	Hui ki Ōtaua	Nā ngā kaiwhakahaere o Ōtaua Sports Grounds te tono kia tae atu a Jessie McVeagh rāua ko Tanya Filia ki ō rātou papa tākaro. Ko te mātāmua o tēnei hui kia whakarite ai i ētahi mahere kohi pūtea, me pēhea hoki te KHCB e tautoko i ō rātou tono.

### **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
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# Member Report







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# Member Report





Member Report

#### 7.3 COUNCIL ACTION SHEET UPDATE JUNE 2023

File Number: A4238591

Author: Casey Gannon, Democracy Advisor - Democracy Services

Authoriser: Aisha Huriwai, Manager - Democracy Services

#### TAKE PÜRONGO / PURPOSE OF THE REPORT

To provide Council with an overview of outstanding Council and the previous term Committee decisions from 1 January 2021.

#### 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. 29 June 2023 Council - Action Sheet Update - A4265612 🗓 🖺

	OUTSTANDING ACTIONS REPORT	Printed: Thursd	lay, 22 June 2023 10:55:15 am
Division: Committee: Officer:	Council	Date From: Date To:	1/01/2021 22/06/2023

Meeting	Title	Resolution	Notes
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 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:	23 May 2023 10:04am Ditchfield, Carla Works are underway on the structure. March 2023 we had asked the land owners to instruct their lawyers to provide draft Memorandum of Encumbrance for Council approval (a repeated instruction). We are waiting for the document.  09 Jun 2023 5:02pm Ditchfield, Carla Nothing new. Status quo.
Council 24/02/2022	Ngakahu Steering Group Update	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;	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

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	OUTSTANDING ACTIONS REPORT	Printed: Thurso	lay, 22 June 2023 10:55:15 am
Division:		Date From:	1/01/2021
Committee: Officer:	Council	Date To:	22/06/2023

Meeting	Title	Resolution	Notes
		<ul> <li>a) obtain the processed and analysed data from the Northland Regional Council sonar soundings of the dam, done in 2017.</li> <li>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.</li> <li>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.</li> <li>d) and that further recommendations be brought to the 7 April Council meeting.</li> </ul>	Sonar survey of dam provided to Trust: https://www.biobasemaps.com/Dashboard/SocialMap/Index?mwID=1248688  A report is being prepared for the 3 August Council meeting. Staff will be able to provide a verbal update at the meeting on progress.
		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	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

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	OUTSTANDING ACTIONS REPORT	Printed: Thurse	day, 22 June 2023 10:55:15 am
Division: Committee: Officer:	Council	Date From: Date To:	1/01/2021 22/06/2023

Meeting	Title	Resolution	Notes
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 applied for pursuant to application EBC-2022-1188/0 affecting 1A Seaview Road, Paihia.  CARRIED	18 Apr 2023 7:35am Ditchfield, Carla 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 fo registration completion. The work is with the land owner's legal counsel. Legal Services cotinus to keep in touch and progress. 23 May 2023 10:07am Ditchfield, Carla No change to the April 2023 note. 09 Jun 2023 5:03pm Ditchfield, Carla Nothing new. Staus quo.

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	OUTSTANDING ACTIONS REPORT	Printed: Thurse	day, 22 June 2023 10:55:15 am
Division: Committee: Officer:	Council	Date From: Date To:	1/01/2021 22/06/2023

Meeting
Council 11/08/2022

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		COTOTANDINO ACTIONO RELOCT	inted: Thursday, 22 June 2023 10:55:15 am
			te From: 1/01/2021 te To: 22/06/2023
Council 22/09/2022	Matauri Bay Wastewater Scheme	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 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	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  CARRIED  Cr David Clendon tabled correspondence addressed to Rangitane Residents Association. Document number A3908452	19 May 2023 9:45am George, Tania As at 30 April 2023: Preparations are again under way to resubmit the application with particular emphasis on ensuring that interested hapu have an opportunity to comment and be involved. To this end te Runanga a lwi o Ngapuhi (who are the lwi Authority under the Covid Recovery Act) are acting to facilitate this engagement and will provide a CIA that reflects the interested hapu's cultural views., Discussions with MBIE who are providing the bulk of the funding indicate their support for this process.  22 May 2023 10:22am George, Tania As at 20 May 2023; EPA awaiting resubmission of Application for Consent., MBIE remain in support. Contract being varied., New CIA being produced by TRAION., Timeline currently being reviewed and will be updated next.
Council 20/12/2022	Turner Centre Stormwater Catchment	RESOLUTION 2022/94  Moved: Cr Tāmati Rākena	12 Jan 2023 11:37am Finch, Andy Offer of Service requested. To be reviewed once received. 16 Mar 2023 3:42pm Finch, Andy

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		nted: Thursday, 22 June 2023 10:55:15 am	
		te From: 1/01/2021 te To: 22/06/2023	
		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 throug a future physical works contract c) approves the direct appointment of Trine Kel to undertake the design work.  CARRIED	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.
Council 20/12/2022	Road Maintenance of the upper section of Road - Peninsula Parade, Hihi	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	Engineer): work has started but has been deferred as resources have been reassigned to dealing with the impact of flood events.
Council 9/02/2023	Parks and Reserves Bylaw - Recommendati ons for making a new bylaw	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.	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

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		OUTSTANDING ACTIONS REPORT	Printed: Thursday, 22 June 2023 10:55:15 am  Date From: 1/01/2021
		Committee: Council Officer:	<b>Date To:</b> 22/06/2023
		<ul> <li>ii. in clause 12, a new sub-clause is added 12(3) that says, "No person shall any dog on to any park or reserve or allow any dog in their custody or und their control to remain on any park or reserve that is specified in the Coun Dog Management Policy as parks or reserves where dogs are not permitted iii. the subclauses be renumbered correctly.</li> <li>b. make the Parks and Reserves Bylaw under Section 106 of the Reserves Act 1 and Section 145 of the Local Government Act 2002</li> <li>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</li> <li>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.</li> <li>CARRIED</li> <li>Note – members raised issue with signage on reserves to educate public regarding byland the need for staff to check content and te reo translations for accuracy.</li> </ul>	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.
Council 9/02/2023	Procurement Plan and Contract Award > \$1m - FNDC Contract 7/23/185 - FNDC Footpath Projects Suite	RESOLUTION 2023/20  Moved: Cr Ann Court Seconded: Cr John Vujcich  That Council uplift the Procurement plan and contract award . \$1M – FNDC Conta 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 Contra 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 Tene Evaluation phase, including:  Supplier Recommendation approval.  Contract Signing Purchase Order approval  CARRIED	12 Jun 2023 11:26am Wagner, Franz Footpaths are at a range of different stages, some in design phase with others being completed.

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		OUTSTANDING ACTIONS REPORT	Printed: Thursday, 22 June 2023 10:55:15 am
			Date From:         1/01/2021           Date To:         22/06/2023
Council 9/02/2023	Stormwater Issues 323 State Highway 10 - Cable Bay	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 32 State Highway 10 and install new reticulation into the State Highway 10 (legal description Lot 2 DP 85116).  CARRIED	09 Jun 2023 3:24pm Boye, Philippa Cable Bay- construction work underway by Far North Waters. The new storm water pipe has been installed & the new manhole also installed with all connections completed so all stormwater has been diverted away from 323 SH10.
Council 9/02/2023	Easement On Local Purpose Esplanade Reserve- Wairawarawa Stream	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 titl NA64B/178; and  ii. 15 Conifer Lane Kerikeri - Lot 1 DP 535123 and Lot 14 DP 158690 contained record of title 884105; and  iii. 2228 State Highway 10, Kerikeri - Lot 1 DP 457586 contained in record of tit 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 -	in  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

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		OUTSTANDING ACTIONS REPORT	Printed: Thursday, 22 June 2023 10:55:15 am
		Division: Committee: Council Officer:	Date From:         1/01/2021           Date To:         22/06/2023
		<ul> <li>a) bearing all costs and disbursements in relation to the required public consultation.</li> <li>b) if required by law and prior to commencing construction works, seeking relevant consent(s) and / or permits from the Council under Local Governr Act 1974, Resource Management Act 1991 and / or Building Act 1991.</li> <li>c) bearing all legal and survey costs and disbursements in relation to creating and registering the easement instrument on all relevant titles;</li> <li>d) bearing full responsibility for the construction, maintenance, upkeep, reparemoval of the bridge (if required) during its lifetime, and end of its lifetime</li> <li>e) the bridge being the landowner's asset, which if abandoned, neglected or becoming a nuisance of any kind or degree, must be removed or decommissioned and Reserve land remediated to Council's satisfaction;</li> <li>f) indemnifying the Council of all costs, claims and expenses arising from us and operation of the bridge during its lifetime.</li> </ul>	ng nir, e; on
Council 9/02/2023	Procurement Plan and Contract Award > \$1m - FNDC Contract 7/22/100 – FNDC Raised Traffic Facilities 2021- 24	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 Contra 7/22/100 - FNDC Raised Traffic Facilities 2021-24 to a maximum contract value \$1,961,000.00 (including contingency) upon satisfactory conclusion of the Ter Evaluation phase, including:  Supplier Recommendation approval.  Contract Signing Purchase Order approval	Lowest Price submission is 8.6% higher

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		Division: D	rinted: Thursday, 22 June 2023 10:55:15 am late From: 1/01/2021 late To: 22/06/2023
Council 4/05/2023	Review of Waste Management and Minimisation Plan 2017- 2023	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 unde 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 Macken, Briar (Manager - Strategy & Policy) - TARGET DATE: September 2023
Council 4/05/2023	Control of Animals bylaw	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 the most appropriate way of addressing known and perceived animal problem 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	

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		OUTSTANDING ACTIONS REPORT	Printed:	Thursday, 22 June 2023 10:55:15 am
		Division: Committee: Council Officer:	Date From Date To:	, , ,
Council 4/05/2023	Tourism Infrastructure Fund Applications - Round 7 April 2023	RESOLUTION 2023/44  Moved: Kahika - Mayor Moko Tepania Seconded: Köwhai - Deputy Mayor Kelly Stratford  That Council:  a) defer Maitai Bay Seal Extension for TIF funding application until Council ha prioritised the dust matrix b) approve the application for funding for Taipa Beachfront Remedial Works a \$310,000 for the FNDC local share to be incorporated into the 2023/24 Annu plan. c) defer the application for funding for Waipapa Campervan dump station unti funding round 8 to enable further consultation with Te Puāwaitanga and iwi 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 \$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 \$65,000 for the FNDC local share to be incorporated into the 2023/24 Annua approve the application for funding for Smart Bins – (Additional 10) and \$5 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 FNDC local share. h) approve the application for funding for Smart Technologies Bundle (Nothin Net) and \$140,000 which is currently budgeted in FY2022/23 for the FNDC local share. j) Approve the application for funding for the Visitor Data Study (Nothing but I and up to \$60,000 operational funding which is currently budgeted in FY202/20 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.	nd al ITIF /hapu e and I plan. 0,000 the g but ccal	18 May 2023 5:17pm Boye, Philippa Funding application submitted. 09 Jun 2023 3:24pm Boye, Philippa TIF Round7 – Applications submitted to MBIE – awaiting decision

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	OUTSTANDING ACTIONS REPORT		
Division: Committee: Officer:	Council	Date From: Date To:	1/01/2021 22/06/2023

		CARRIED
Council 1/06/2023	New Lease to FENZ - 721 Taupo Bay Road	RESOLUTION 2023/61  Moved: Cr John Vujcich Seconded: Kahika/Mayor Moko Tepania  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 GST 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.  CARRIED
Council 1/06/2023	Kaitaia Saturday Market - Licence to Occupy	RESOLUTION 2023/62  Moved: Cr Felicity Foy Seconded: Kōwhai/Deputy Mayor Kelly Stratford  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.  CARRIED

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		OUTSTANDING ACTIONS REPORT Print	ed: Thursday, 22 June 2023 10:55:15 am
		Division: Date Committee: Council Date Officer:	From: 1/01/2021 To: 22/06/2023
Council 1/06/2023	Kerikeri Water Source - Options Review	RESOLUTION 2023/63  Moved: Cr Ann Court Seconded: Cr Penetaui Kleskovic  That Council  a) indicate to the Te Tai Tokerau Trust Water Trust its conditional approval to invest with the purchase of 200 shares in the planned Otawere Domain Reservoir and appropriate watermain infrastructure. This would be subject to Council being ab to obtain the necessary approvals for this purchase from the Department of Internal Affairs under the Affordable Waters regime and the negotiation of satisfactory commercial terms that protect Council's borrowing position.  b) determine the best option out of the suggested solutions including consent/design/build costs  c) request that the investigative work for water source options identified in the Kerikeri Water Supply Strategy Study be prioritised for 2023/2024.  CARRIED	
Council 1/06/2023	New Lease to FENZ - 699 Rangiputa Road, Karikari Peninsula	RESOLUTION 2023/60  Moved: Cr John Vujcich Seconded: Kahika/Mayor Moko Tepania  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.	Staff are awaiting feedback from FENZ before being able to progress this any further.

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		OUTSTANDING ACTIONS REPORT	Printed: Thursday, 22 June 2023 10:55:15 am
	Division: Committee: Council Officer:		Date From:         1/01/2021           Date To:         22/06/2023
		b. approves the change of classification of the (sqm 1600) of land at 699 Rangipu Road, Karikari, subject to the lease as Local Purpose (community building) Re with the balance remaining as Recreation Reserve under the Reserves Act 199	eserve, 97.
		c. approves further conditions to be negotiated and agreed upon by the Group M Delivery and Operations and Fire and Emergency New Zealand	lanager
		d. approves transferring ownership of buildings and improvements to Fire & Emergency New Zealand for \$1.00.	
		Against: Cr Felicity Foy CARRIED	
Council 1/06/2023	Annual Plan Deliberations - 2023/24	RESOLUTION 2023/56  Moved: Cr Steve McNally Seconded: Cr Felicity Foy  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 Centre building. ii) That additional operating budgets of \$71K are included in the annual for the  1. Fixed cost grant 2. Maintenance of the external fabric of the building iii) That Council repays the outstanding balance of the Westpac loan of \$1.1M and ceases the guarantee and ongoing interest payments. iv) That staff develop an operating agreement in conjunction with the T Centre Board	Turner  Al plan  Staff have been working on finalising these decisions and Council will look to adopt the Annual Plan and Set the Rates at the 29 June Council meeting.
		<ul> <li>b. Enabling housing development on Māori Freehold Land</li> <li>i) That Council adopt the policy R23/15 Enabling Housing Developmer Māori Freehold Land as proposed.</li> <li>ii) Staff establish clear application guidelines.</li> </ul>	nt on
		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.	ude

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OUTSTANDING	ACTIONS RE	PORT	Printed: Thu	ursday, 22 June 2023 10:55:1	15 am
Division: Committee: Council Officer:		-	Date From: Date To:	1/01/2021 22/06/2023	
Adopt Fees and Charges     a. That Council amends the attach to replace, cancel and amend particles. Building Consents, Compliance b. That Council adopts the Schedu     Additional capital programme reque a. That Council approves the additional capital proves the additional capital capital proves the additional capital cap	artial fee types e, and Cemeteri ule of Fees and ests	for Resource Conses. Charges for 2023/	sents, 24.		
Item	2023/24	2024/25	2025/26		
1. Kohukohu Hall	200,000	0	0		
2. Maritime Lighting Meters	50,000	0	0		
3. Opononi Boat Ramp Parking	500,000	1,500,000	400,000		
4. Taipa Point Stormwater	100,000	200,000	0		
5. Objects & Statues	80,000	0	0		
6. Stormwater reactive renewals	200,000	0	0		
7. 348a SH12 Omapere Stormwater	500,000	0	0		
8. Sommerville Ave Kaitaia	300,000	0	0		
9. Drainage Districts Resource consents	500,000	0	0		
10. Kerikeri Hone Heke Stage 2	250,000	0	0		
11. Russell WW Treatment Plant	350,000	0	0		
12. Wastewater reactive H&S	400,000	0	0		
13. Water reactive H&S	200,000	0	0		
<ul> <li>b. An additional \$50k operational I progress the stormwater resour drainage district.</li> <li>c. That Council approves to amenoprojects totalling \$19.7M that had</li> <li>d. The total capital programme for additional requests.</li> </ul>	rce consents ca d the 2023/24 c ave been resch	pital project for th apital programme eduled from 2022/2	e Te Hiku with the 23.		
4. \$400,000 for the Kaitaia Town Centr	e Development				
5. Other issues a. That Council approves the reir Hiku Community Board.	nstatement of \$	100k for Placemak	ing for the Te		

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		OUTSTANDING ACTIONS REPORT	Printed: Thur	sday, 22 June 2023 10:55:15 am
		Division: Committee: Council Officer:	Date From: Date To:	1/01/2021 22/06/2023
		<ul> <li>That Council approves the role of Coordinator to Te Kuaka Committee of and includes this sum in the operational budgets.</li> </ul>	of \$87k	
		6. rates income remain at the same level as last year i.e. there will be no rate ris 2023/24 financial year and that the CE reviews all available cost cutting meas available across opex to address any opex shortfalls.  Revoked at a later stage during the meeting under S/O 23.5		
		7. roading budgets be urgently updated to cover CAPEX and OPEX, including nece information relating to contractual roading obligations, including the alteratio Government budgets relating to roading to ensure councils financial share is covered.	n to	
		8. Pensioner Housing, that no maintenance or improvements are made while Coprogress options agreed in recent workshops, that divestment/tender proces completed before 1 December 2023.		
		In Favour: Kahika/Mayor Moko Tepania, Kowhai/Deputy Mayor Kelly Stratford, Crs F Foy, Penetaui Kleskovic, Steve McNally, Mate Radich and John Vujcich	elicity	
		Against: Crs Ann Court and Hilda Halkyard-Harawira		
		Abstained: Crs Babe Kapa and Tāmati Rākena CARRIED		
		RESOLUTION 2023/58		
		Moved: Cr John Vujcich Seconded: Kahika/Mayor Moko Tepania		
	New Lease to FENZ - 3985	That Council:	3 1	discussion with FENZ around all eases in progresses. Given the
Council 1/06/2023	State Highway  1, Northern  Aupouri,	a. approves a new ground lease to be issued to Fire & Emergency New Zealand o 3985 State Highway 1, Northern Aupouri, Pukenui, being Lot 1 DP 90633	ver sta	re of the organisation FENZ have andard templates for their leases, nich are currently under review
	Pukenui	The terms of the proposed lease shall be:		d then we will work with them to these confirmed.
		a. Term: 30 (15+15) years.		
		<ul> <li>Rental: \$113 + GST for 2022/2023 and reviewed annually in conjunction the FNDC Fees and Charges Schedule.</li> </ul>	n with	

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		OUTSTANDING ACTIONS REPORT	Printed: Thursday, 22 June 2023 10:55:15 am
			Date From:     1/01/2021       Date To:     22/06/2023
		<ul> <li>b. approves further conditions to be negotiated and agreed upon by the Group Man Delivery and Operations and Fire and Emergency New Zealand</li> <li>c. approves transferring ownership of buildings and improvements to Fire &amp; Emergency New Zealand for \$1.00.</li> <li>CARRIED</li> </ul>	ager
Council 1/06/2023	New Lease to FENZ - 1089 Broadwood Road, Broadwood	RESOLUTION 2023/59  Moved: Cr John Vujcich Seconded: Kahika/Mayor Moko Tepania 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 Purres (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 conjunct 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.  Against: Cr Felicity Foy CARRIED	In discussion with FENZ around all 3 leases in progresses. Given the size of the organisation FENZ have standard templates for their leases, which are currently under review

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# 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	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
	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	reason for withholding would exist under section 6 or section 7
	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	
8.2 - Kerikeri CBD Bypass - Property Acquisition	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
	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)	exist under section 6 or section 7
8.3 - FNDC's future with Kaitaia aerodrome	s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of	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

		<u> </u>
	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	of information for which good reason for withholding would exist under section 6 or section 7
	s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest	
	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)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	
8.4 - Hihi Wastewater Treatment Plant - Contract Approval	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
8.5 - FNDC Current Legal Action Potential Liability Claims Report	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
		1

- 9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER
- 10 TE KAPINGA HUI / MEETING CLOSE