

AGENDA

Supplementary Reports Ordinary Council Meeting

Membership:

Kahika - Mayor Moko Tepania - Chairperson
Kohepu - Deputy Mayor Chicky Rudkin
Cr Arohanui Allen
Cr Rachel Baucke
Cr Ann Court
Cr Felicity Foy
Cr Hilda Halkyard-Harawira
Cr Tāmāti Rākena
Cr Davina Smolders
Cr Kelly Stratford
Cr John Vujcich

Thursday, 5 March 2026

Time: 10:00 AM

Council Chamber

Memorial Ave

Kaikohe

Te Paeroa Mahi / Order of Business

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7 NGĀ PŪRONGO / REPORTS

7.2 SPEED LIMIT CHANGES AT SCHOOLS - SETTING OF SPEED LIMITS RULE 2024

File Number: A5523245

Author: Andy Brown, Transportation Business Manager - Transportation Services

Authoriser: Charlie Billington, Group Manager - Corporate Services

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Council approval for the proposed speed limit changes around schools, as required under the 2024 Setting of Speed Limits Rule (“the Rule”).

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Rule requires Road Controlling Authorities to implement variable speed limits at all schools by 1 July 2026.
- Council approval is required prior to submission to the Director of Land Transport (Waka Kotahi NZTA).
- This report presents the proposed speed limit changes for Council approval.

TŪTOHUNGA / RECOMMENDATION

That Council:

- Seek approval of the Director of Land Transport for speed limit changes at 32 schools across the district as described in the table ‘FNDC 2025/26 Speed Limits Table’ attached to this report (A5484687), and**
- delegate authority to the Chief Executive to accept and incorporate any amendments required by the Director of Land Transport as part of the approval process, provided such amendments remain consistent with the intent of the 2024 Setting of Speed Limits Rule.**

1) TĀHUHU KŌRERO / BACKGROUND

As a Road Controlling Authority, Far North District Council (FNDC) is required to implement speed limit changes in accordance with the Land Transport Rule - Setting of Speed Limits 2024.

This report details the required changes for Category 2 schools, including:

- Variable speed limits around in school zones: A reduced speed limit will apply in the school zone up to 45 minutes before and after the start and end of the school day; normal road speed applies at other times.
- Reduced speed limits in the school zones must be less than 60km/h.
- School zone extents: up to 150m each side of each gate to an urban school, and up to 300m each side of each gate for a rural school with modifications permitted only where specifically required (road layout etc).

The Rule requires reasonable efforts to ensure completion of Category 2 School changes by 1 July 2026.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The implementation process includes:

1. Identification of proposed speed limits and zones applicable, based on the Rule and aerial maps (completed).
2. Recommendation of variable speed limits, required to be at or less than 60kp/h (completed).
3. Consultation with schools regarding preferred times for reduced limits, within the limits set by the Rule, and confirmation that all the school gates had been included.
4. **Council resolution to submit the proposed speed limit changes to the Director of Land Transport for approval.**
5. Consideration and approval of the speed limit change by the Director of Land Transport.
6. Detailed design of the sign placement and engagement of contractors to supply and install the signs.
7. Publication of the speed limit changes.

A list of the proposed speed limit changes is included as an attachment to this report together with our consultant's report describing the signage and zones.

Subject to Council approval at this meeting, the project is on track for completion by 1 July 2026 as required.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The recommended speed limit changes are required to ensure compliance with the Land Transport Rule – Setting of Speed Limits 2024, which mandates variable speed limits at all schools by 31 July 2026.

The proposal reflects technical assessments, consultation with affected schools, and alignment with national road safety strategies. Funding has been secured from NZTA/Waka Kotahi, and the implementation plan is achievable within the required timeframe. Delegating authority to the Chief Executive Officer to accept minor amendments from the Director of Land Transport will ensure the process remains efficient and responsive to regulatory requirements.

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

There are no financial implications. Local share funding is drawn from Low Cost, Low Risk budgets already approved by Council, or otherwise funded by NZTA Waka Kotahi.

The total budget for the work is \$870,961, of which 71% is funded by NZTA Waka Kotahi. FNDC's 29% share of the budget (\$252,579) is provided for within Council's current financial year budgets, funded through the Roding Differential Rate (10% or \$25,258) and the General Rate (90% or \$227,321).

ĀPITIHINGA / ATTACHMENTS

1. **FNDC 2025/26 Speed Limits Table - A5484687**  
2. **Tech Note - Far North School Speed Limit Advice 2025 - A5606602**  

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The issue/proposal has been assessed as having a low level of significance in accordance with the Council's Significance and Engagement Policy, as it implements a regulatory requirement, affects specific school zones, and does not materially impact Council's strategic direction, assets, or budgets.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Rule: Setting of Speed Limits 2024 Local Government Act 2002 National Land Transport Programme (NLTP) Regional Land Transport Plan (RLTP)
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 issue/proposal has district-wide relevance. As the changes are required by national regulation, decision-making authority rests with Council as Road Controlling Authority. Community Boards are not required to make decisions on this matter.
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 proposed changes do not directly relate to land or any body of water, but there are implications for Māori, particularly in relation to the safety and wellbeing of tamariki and whānau in school communities. As this is a regulatory change, Council has consulted with affected schools, which include Māori students and staff, to ensure their views and needs are considered.
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).	Students, parents, caregivers, and whānau, school staff, residents.
State the financial implications and where budgetary provisions have been made to support this decision.	Funding for this project of \$870,961 has been approved by Waka Kotahi NZTA at Council's normal Funding Assistance Rate of 71%.
Chief Financial Officer review.	This report has not been reviewed by the CFO as funding has already been approved.

FNDC 2025/26 Speed Limits Table- To Comply with the Land Transport Rule: Setting of Speed Limits 2024

School	Main Treatment	Proposed Speed Limit	Zones
Herekino School	Static Speed Signs	60 km/h	Kaitaia-Awaroa Road
Horeke School	Static Speed Signs	60 km/h	Horeke Road, Motukiore Road
Kaikohe East	Static Speed Signs	30 km/h	Purdy Street (SH12 zone is existing)
Kaikohe Intermediate	Static Speed Signs	30 km/h	Park Road, Tawanui Road, Orrs Road
Kaikohe West	Static Speed Signs	30 km/h	Park Road, Tawanui Road, Orrs Road
Kaitaia College	Electronic and Static Speed Signs	30 km/h	Redan Road, Norman Senn Street (electronic), and Pukepoto Road (static signs)
Te Kura Kaupapa Māori o Pukemiro	Electronic and Static Speed Signs	30 km/h	Redan Road, Norman Senn Street (electronic), and Pukepoto Road (static signs)
Kaitaia Intermediate	Static Speed Signs	30 km/h	North Road, Kohuhu Street
Kaitaia Primary	Static Speed Signs	30 km/h	Church Road, Mission Place
Karetu School	Static Speed Signs	30 km/h	Kura Road
Kawakawa Primary	Static Speed Signs	30 km/h	Albert Street, Johnston Road
Mangōnui School	Static Speed Signs	30 km/h	Colonel Mould Drive
Maromaku School	Static Speed Signs	60 km/h	Maromaku-Towai Road, Maromaku School Road
Motatau School	Static Speed Signs	60 km/h	Matawaia-Maromaku Road, Henare Road
Ohaeawai School	Static Speed Signs	30 km/h	Tennyson Street, Hobson Street
Okaihau College	Electronic Speed Signs	30 km/h	Settler's Way
Okaihau Primary	Electronic Speed Signs	30 km/h	Settler's Way
Paparore School	Electronic and Static Speed Signs	60 km/h	West Coast Road (electronic), Sweetwater Road (static)
Peria School	Electronic Speed Signs	30 km/h	Oruru Road
Pukenui School	Static Speed Signs	30 km/h	Lamb Road, Fitzgerald Road (additional to Abley report)

FNDC 2025/26 Speed Limits Table- To Comply with the Land Transport Rule: Setting of Speed Limits 2024

School	Main Treatment	Proposed Speed Limit	Zones
Rawene School	Static Speed Signs	30 km/h	Parnell Street, Clendon Esplanade
Russell School	Static Speed Signs	30 km/h	Church Street, Baker Street, Chapel Street
Taipa Area School	Static Speed Signs	30 km/h	Mamaru Road, Foreshore Road/Adamson Road (additional to Abley report)
Te Hapua School	Static Speed Signs	60 km/h	Te Hapua Road, Waharua Road
Te Kura Kaupapa Māori o Kaikohe	Static Speed Signs	30 km/h	Hongi Street, De Merle Street
Te Kura Kaupapa Māori o Te Tonga o Hokianga	Static Speed Signs	30 km/h	Koutu Point Road
Te Kura a Iwi o Ōmanaia	Static Speed Signs	60 km/h	Omanaia Road
Te Kura o Waikare	Static Speed Signs	60 km/h	Waikare Valley Road
Te Rangī Aniwaniwa	Static Speed Signs	60 km/h	Quarry Road
Totara North School	Static Speed Signs	60 km/h	Totara North Road, School Road
Waihārara School	Static Speed Signs	60 km/h	Katavich Road
Springbank School	Static Speed Signs	30 km/h	Waimate North Road



School Speed Limit Advice

Summary of proposals

Prepared for	Far North District council
Project number	FNDC-J016
Revision	1
Issue date	3 November 2025
Prepared by	Clare Cassidy, Associate Transportation Engineer
Reviewed by	Rebecca Teal-Ireland, Principal Transportation Data Analyst

Revision 1A
 Taipa Area School and Pukenui School amended to reflect consultation outcomes, Michael Fox, 25 February 2026

1. Introduction

Abley has been commissioned by Far North District council to define variable speed limits that comply with The Setting of Speed Limits Rule and associated guidance for schools in Far North District where:

- a permanent 30km/h speed limit is being reversed under The Rule, and
- there is no variable speed limit currently in place

This includes simple diagrams for each zone with supporting documentation on the use of static or electronic variable signs for consultation with schools and elected members.

2. Proposed Method

Since benefit cost statements are not required for variable school limits under the Setting of Speed Limits Rule and consultation activity is limited, it is proposed that using the "Alternative Method" template rather than producing a Speed Management Plan will be the most efficient method for setting the proposed variable limits.

3. Design of Zones

The Setting of Speed Limits Rule sets speed limit requirements for roads 'outside the school gate', which it defines as: 'the section of the road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications):

- 300 metres for a category 1 school (typically urban with a variable 30km/h limit), or
- 600 metres for a category 2 school (typically rural with a variable 60km/h limit).

Schools may have many different gates or access points. Whilst the specified lengths for roads outside a school gate should be applied wherever possible, ideally with a school gate in the middle, these lengths won't work in every case. Since the Rule allows some variation, discretion has been applied to determine a sensible and reasonable approach for each relevant school gate or access point. Considerations include:



- the road environment and resulting sign placement needs
- practicable modifications to suit a school's individual circumstances include extending the length of road treated as outside a school gate to:
 - cover a long drop off zone
 - meet another school gate along the same road or around a corner
 - include a cluster of schools, to avoid having a short section of road with no variable speed limit
 - meet a nearby intersection or other feature showing a more reasonable point of change.

4. Use of Static or Electronic Signs

The previous FNDC proposals for the use of static or variable signs has been reviewed using available traffic data (volumes and operating speed) and TomTom data where counts were not available.

In general, static signs are proposed for frontage roads at schools where one or more of the following criteria apply:

- traffic volumes are low
- no exit roads and cul-de-sacs
- the existing mean speeds are close to or less than the proposed variable speed.

This is summarised in the tables in **Error! Reference source not found.**, and described for each school in Section 5.



5. Proposed Variable speed Zones

5.1 Herekino School

Proposal

Kaitaia Awaroa Road previously had a 60km/h speed limit with a permanent 30km/h limit outside the school. Both limits were reversed to a permanent 100km/h limit under the Setting of Speed Limits Rule.

The proposal is for a variable 60km/h which is typically a 600m long zone. This 600m zone extends between the intersections with Whangapē Road and Rangikohu Road. Signs will be placed at both intersections with a repeater sign before the corner.

Sign types

The mean speed at this location is 46.9km/h, with an 85%ile of 60km/h. Since the operating speed matched the proposed variable speed **static** signs are proposed.



Figure 5.1 Herekino School Zone



5.2 Horeke School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically a 600m long zone. This 600m zone extends along Horeke Road and Motukiore Road for approximately 300m either side of the school gate.

Sign types

The mean speed at this location is 44.2km/h, with an 85%ile of 58km/h. Since the operating speed is less than the proposed variable speed **static** signs are proposed.



Figure 5.2 Horeke School Zone



5.3 Kaikohe East School

Proposal

There is an existing variable speed zone along State Highway 15 which covers school gates for Kaikohe East School, Kaikohe Christian School and Northland College.

The proposal is to include a zone on Purdy Street which includes school access and a pick-up / drop-off zone as well as access to the young parents' unit. The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically a 300m long zone. The zone extends west from the school gate to join the state highway and north from the access to the intersection with Tawa Street which is around 135m.

Sign types

The mean speed at this location is 25.8km/h, with an 85%ile of 32km/h. Since the operating speed is close to the proposed variable speed **static** signs are proposed.



Figure 5.3 Kaikohe East School Zone



5.4 Kaikohe Intermediate and Kaikohe West School

Proposal

There are existing variable 40km/h school speed zones along Park Road, Tawanui Road and Orrs Road which covers school gates for Kaikohe Intermediate School and Kaikohe West School.

The proposal is to convert the existing variable 40km/h zones to variable 30km/h zones. The existing permanent speed limit is 50km/h.

A variable 30km/h is typically a 300m long zone and the zones on Park Road and Orrs Road are within 50m of this. On Tawanui Road, the zone is longer since it covers multiple school gates and to have 300m long zones would result in a small gap in the variable limit.

Sign types

The mean speeds at these locations are around 25km/h, with 85%iles of around 32km/h. Since the operating speed is close to the proposed variable speed **static** signs are proposed.



Figure 5.4 Kaikohe Intermediate and Kaikohe West School Zones



5.5 Kaitaia College and Te Kura Kaupapa Māori o Pukemi

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically a 300m long zone. This zone extends to cover multiple school accesses and to cover both schools within a single zone.

Sign types

The mean speeds on Norman Senn Ave are 48km/h with an 85%ile of 55km/h. The mean speeds on Redan Road are 46.9km/h with an 85%ile of 54.4km/h. Based on the high speeds, **electronic** signs are proposed on Redan Road South and on Norman Senn Street with **static** signs proposed for the remainder of the zone.



Figure 5.5 Kaitaia College and Te Kura Kaupapa Māori o Pukemi School Zones



5.6 Kaitaia Intermediate School

Proposal

The existing speed limit is 50km/h with a variable 40km/h limit for the school. The proposal is to convert the variable 40km/h to a variable 30km/h which is typically a 300m long zone. The proposed zone extends slightly beyond 150m south of the school gate to utilise existing signposts on North Road and Kohuhu Street. The zone does not extend to the north or east of the school gate since this is on State Highway 1.

Sign types

The mean speeds on North Road are 48km/h with an 85%ile of 47.5km/h. Based on the speeds being below the existing limit, **static** signs are proposed.

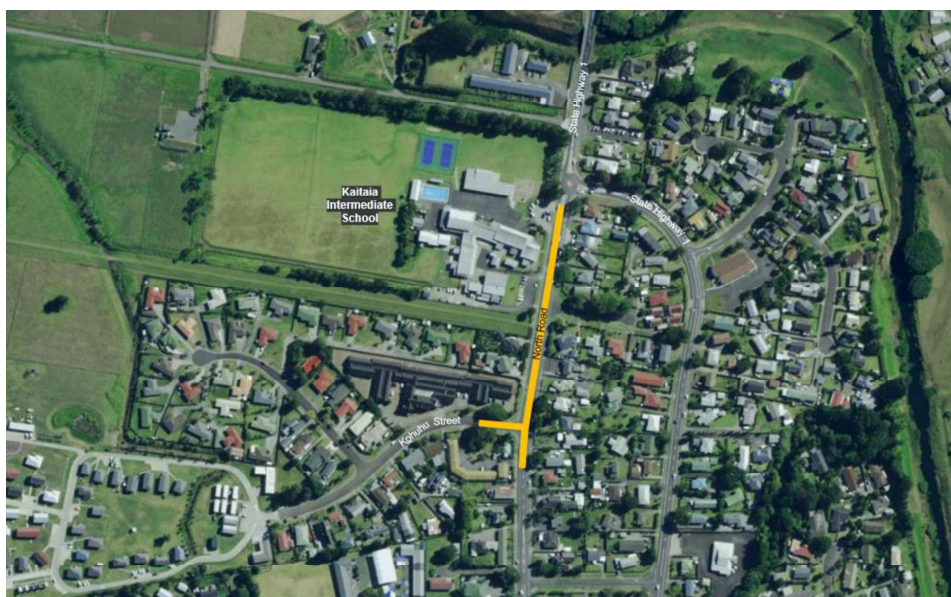


Figure 5.6 Kaitaia Intermediate School Zone



5.7 Kaitaia Primary School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically a 300m long zone. This zone extends to cover multiple school accesses (including down Mission Place) but terminates at the intersection with State Highway 1.

Sign types

The mean speed on Church Road is 49.8km/h with an 85%ile of 56.9km/h. Based on the high speeds, **electronic** signs are proposed on Church Road with **static** signs proposed for the remainder of the zone.

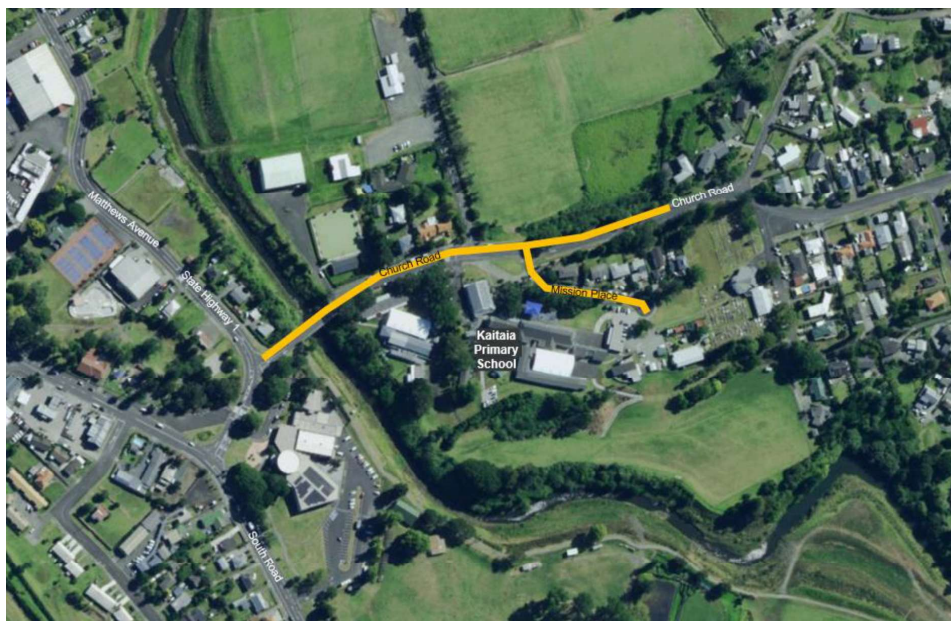


Figure 5.7 Kaitaia Primary School Zone



5.8 Karetu School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 30km/h which is typically a 600m long zone for a category 2 school. Since the road is no exit, a 300m zone is considered appropriate.

Sign types

The mean speed on Kura Road is 30.6km/h with an 85%ile of 38km/h. The traffic volumes are recorded at 12 vehicles per day so TomTom speed data cannot be considered reliable due to the low sample size. Since the road is no-exit and there is no through traffic and low volumes **static** signs are considered appropriate.



Figure 5.8 Karetu School Zone



5.9 Kawakawa Primary School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zones on both Albert Street and Johnston Road cover multiple access points. Johnston Road extends around 300m due to the location of the intersection with Church Road. On Albert Street the Zone extends slightly further to cover the multiple access points and ability to locate signs.

Sign types

The mean speeds are 36.6km/h with an 85%ile of 41km/h. Due to the relatively low volumes and speeds below the existing speed limit **static** signs are considered appropriate with monitoring of vehicle speeds.

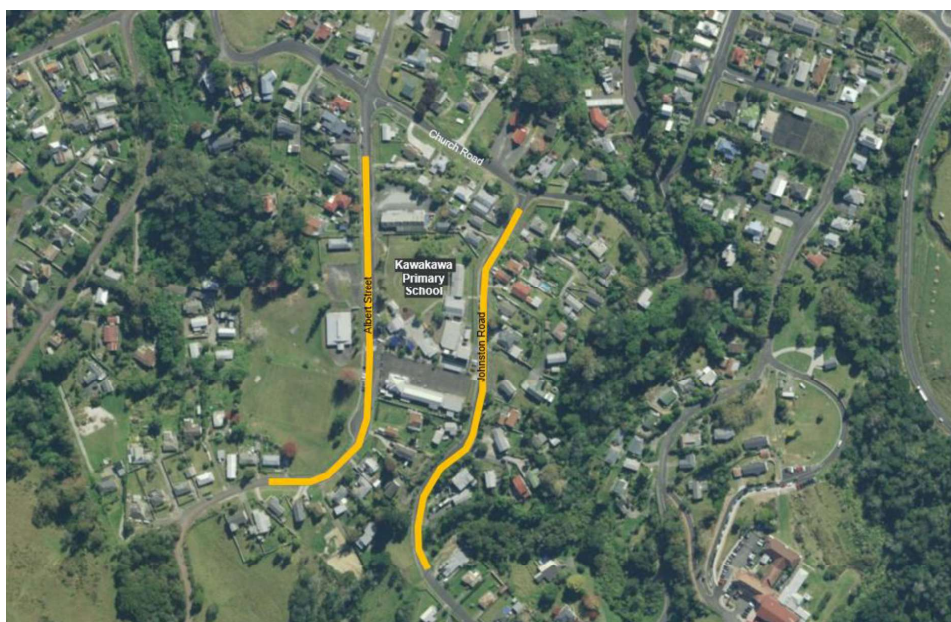


Figure 5.9 Kawakawa Primary School Zone



5.10 Maromaku School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. Because Maromaku School Road is essentially the school entrance it is proposed to extend the zone along Maromaku-Towai Road to make the turning movements safer. The zone would extend around 120m either side of the intersection.

Sign types

The mean speeds on Maromaku School Road are 20km/h with an 85%ile of 26km/h. Due to the low volumes and speeds below the proposed variable speed limit **static** signs are considered appropriate.

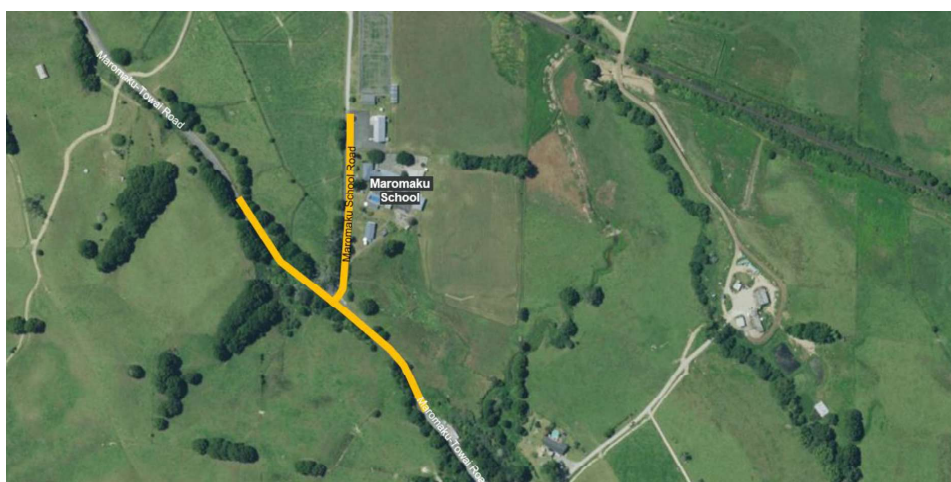


Figure 5.10 Maromaku School Zone



5.11 Mangonui School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The proposed zone extends around 330m to enable better sign placement.

Sign types

The mean speeds on Colonel Mould Drive are 43.2km/h with an 85%ile of 55km/h. Due to the low volumes and fact that Colonel Mould Drive is no-exit at the eastern end, **static** signs are considered appropriate.



Figure 5.11 Mangonui School Zone



5.12 Motatou School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. The zone is proposed to extend around 180m along Henare Road to the north to allow for sign placement. To the south, the zone extends 120m to the Matawaia-Maromaku Road and is proposed to extend around 30m either side of the intersection along Matawaia-Maromaku Road to enable safer turning movements to the school.

Sign types

The mean speeds on Henare Road are 38.4km/h with an 85%ile of 45km/h. Due to the low volumes and the operating speed being below the proposed variable speed, **static** signs are considered appropriate.

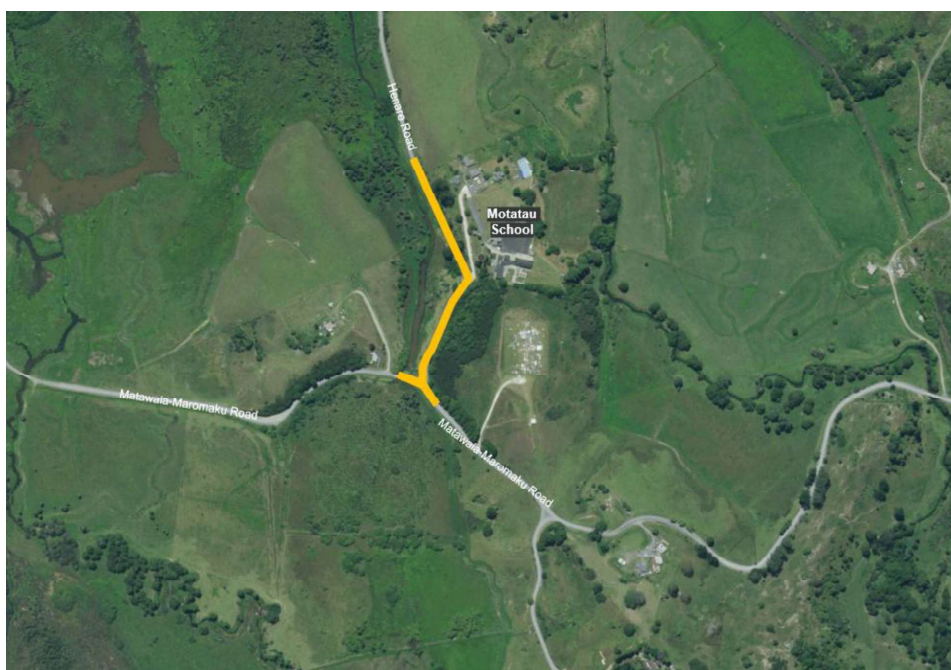


Figure 5.12 Motatau School Zone



5.13 Ohaeawai School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zone extends 70m from the school entrance along Tennyson Street, and 100m both ways on Hobson Street as this is the area where children will walk and cross the road to access the school.

Sign types

The mean speeds on Hobson Street are 29.3km/h with an 85%ile of 37.2km/h. Due to the very low volumes and the mean speed being below the proposed variable speed, **static** signs are considered appropriate with monitoring.



Figure 5.13 Ohaeawai School Zone



5.14 Okaihau College and Okaihau Primary School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zone covers multiple entrances extending 150m west of the most western entrance to the primary school and around 200m east to tie in with an existing threshold treatment.

Sign types

The mean speeds on Settlers Way are 52.3km/h with an 85%ile of 62km/h. Due to the operating speeds being high, **electronic** signs are recommended.



Figure 5.14 Okaihau College and Okaihau Primary School Zone



5.15 Paparore School

Proposal

The existing speed limit is 100km/h with a variable 40km/h. The proposal is for a variable 60km/h which is typically 600m long. The zone is proposed to be 300m either side of the school gate (extending the current zone which is 200m either side of the gate). The zone length on Sweetwater Road is proposed to be unaltered.

Sign types

The mean speeds on West Coast Road are 62km/h with an 85%ile of 70km/h. Due to the both the mean speed and operating speed exceeding the proposed variable speed, **electronic** signs are proposed on West Coast Road with a static sign on Sweetwater Road.

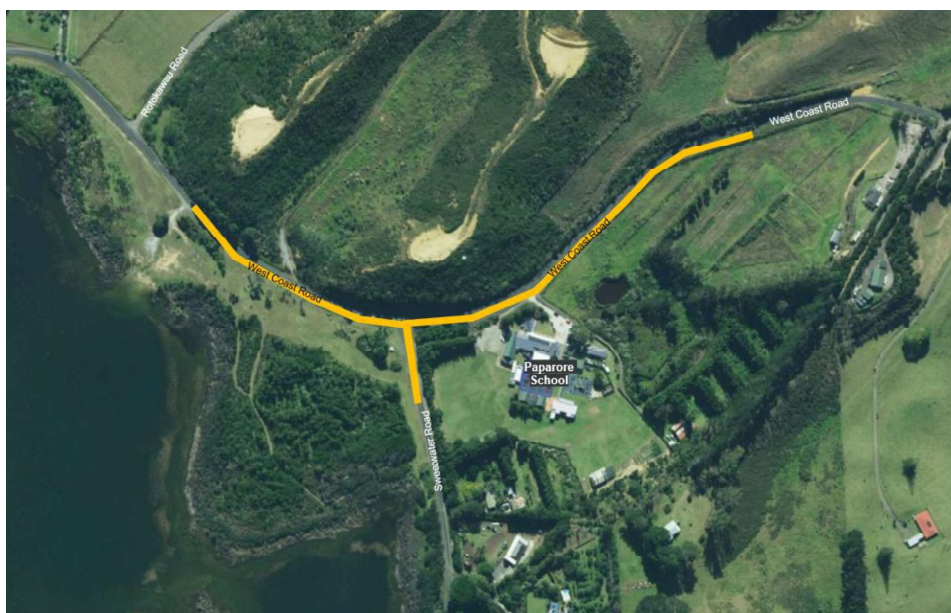


Figure 5.15 Paparore School Zone



5.16 Peria School

Proposal

The existing speed limit is 100km/h with a 40km/h variable school zone. The proposal is for a variable 30km/h which is typically 600m long for a category 2 school. The zone is proposed to be slightly shorter on both sides of the school gate to maximise visibility to signing and avoid clashes with curve signs.

Sign types

The mean speeds on Oruru Road are 70km/h with an 85%ile of 81km/h. Due to the both the mean speed and operating speed significantly exceeding the proposed variable speed, **electronic** signs are proposed.



Figure 5.16 Peria School Zone



5.17 Pukenui School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zone is proposed as a standard 150m either side of the school gate.

Following consultation, 30km/h along Fitzgerald Road from near its intersection with Lamb Road was added.

Sign types

The mean speeds on Lamb Road are 39.5km/h with an 85%ile of 49km/h. Due to the very low volumes (less than 200 vehicles per day), **static** signs are proposed.



Figure 5.17 Pukenui School Zone



5.18 Rawene School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zone is proposed as a standard 150m in each direction (3) from the school gate.

Sign types

The mean speeds in the vicinity of the school are 29.7km/h with an 85%ile of 36.9km/h. Due to the low volumes and mean speeds below the proposed variable limit, **static** signs are proposed.



Figure 5.18 RaweneSchool Zone



5.19 Russell School

Proposal

The existing speed limit is 50km/h with a variable 40km/h limit. The proposal is for a variable 30km/h which is typically 300m long. The zone is proposed to remain as it is for the current variable limit which allows for 200-250m lengths on Baker Street and Church Street and approximately 170m on Chapel Street.

Sign types

The mean speeds in the vicinity of the school are 27.4km/h with an 85%ile of 35km/h. Due to the moderate volumes and mean speeds below the proposed variable limit, **static** signs are proposed with monitoring.



Figure 5.19 Russell School Zone



5.20 Taipa Area School

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. There is an existing variable zone along SH10, the proposal is to extend this along Mamaru Road for around 185m to cover the school gate and approaches.

Following consultation, additions include: 30km/h along Foreshore Road from the school gate to the beach to the intersection of Foreshore Road with Flame Tree Lane; and 30 km/h west along Foreshore Road from this gate, ending 150m along Adamson Road from the school bus collection area.

Sign types

The mean speeds on Mamaru Road are 25.9km/h with an 85%ile of 36km/h. Due to the low volumes and mean speeds below the proposed variable limit, as well as the main signing being on State Highway, **static** signs are proposed with monitoring.



Figure 5.20 Taipa Area School Zone



5.21 Te Hapua School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. Since Waharua Road is a dead-end, the signs are proposed 150m south from the school. The zone is proposed to extend 300m in each direction from the intersection with Waharua Road.

Sign types

The mean speeds in the vicinity of the school are 37.5km/h with an 85%ile of 50km/h. Since the speeds are below the proposed variable limit, **static** signs are proposed.



Figure 5.21 Te Hapua School Zone



5.22 Te Kura Kaupapa Māori o Kaikohe

Proposal

The existing speed limit is 50km/h. The proposal is for a variable 30km/h which is typically 300m long. The zone is proposed to extend north to the end of the road and south approximately 179m to tie into the Heke Street intersection. The zone will also extend into De Merle Street approximately 160m from the school entrance to cover this pedestrian route to school.

Sign types

The mean speeds in the vicinity of the school are 38km/h with an 85%ile of 49km/h. Since the traffic volumes are low, **static** signs are proposed with monitoring.



Figure 5.22 Te Kura Kaupapa Māori o Kaikohe School Zone



5.23 Te Kura Kaupapa Māori o Te Tonga o Hokianga

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 30km/h which is typically 600m long for a category 2 school. The zone is proposed to extend 300m either side of the school entrance.

Sign types

The mean speeds in the vicinity of the school are 43km/h with an 85%ile of 53km/h. Since the traffic volumes are low, **static** signs are proposed with monitoring.



Figure 5.23 Te Kura Kaupapa Māori o Te Tonga o Hokianga School Zone



5.24 Te Kura o Omanaia

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. The long driveway to the school is included within the 600m zone the zone extending 300m in each direction along Omanaia Road.

Sign types

The mean speeds on Omanaia Road are 40.5km/h with an 85%ile of 52km/h. Since the traffic volumes are very low and the operating speed is below the proposed variable limit, **static** signs are proposed.

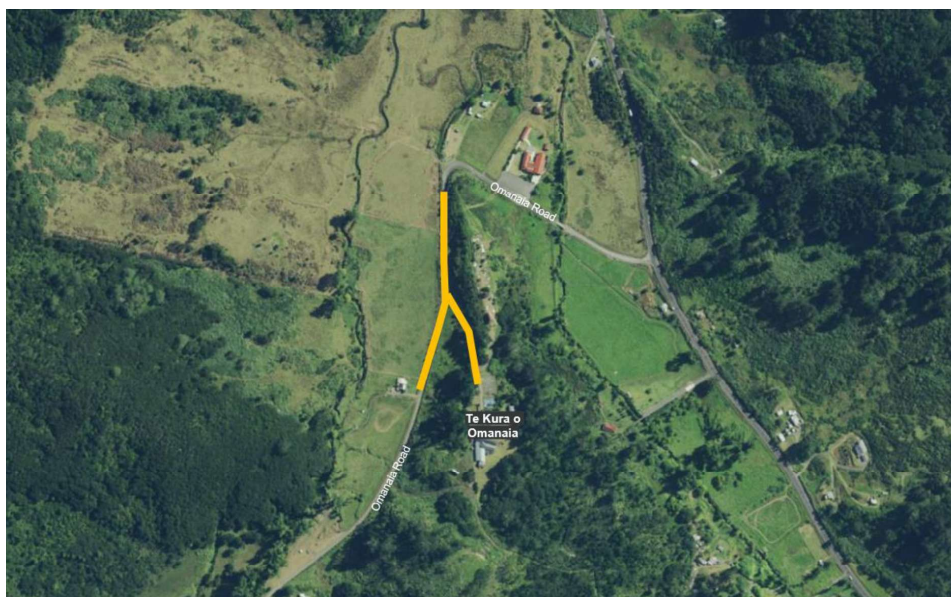


Figure 5.24 Te Kura o Omanaia School Zone



5.25 Te Kura o Waikare

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. The zone has been applied 300m either side of the school gate.

Sign types

The mean speeds on Waikare Valley Road are 40km/h with an 85%ile of 59km/h. Since the traffic volumes are very low and the operating speed is below the proposed variable limit, **static** signs are proposed.



Figure 5.25 Te Kura o Waikare School Zone



5.27 Totara North School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. The zone has been applied for the length of school road between the entrance and Totara North Road (265m) plus an additional 120m in each direction on Totara North Road either side of the School Road intersection to allow for turning movements.

Sign types

The mean speeds in the vicinity of the school are 29.9km/h with an 85%ile of 36km/h. Since the traffic volumes are very low and the operating speed is below the proposed variable limit, **static** signs are proposed.



Figure 5.27 Totara North School Zone



5.28 Waiharara School

Proposal

The existing speed limit is 100km/h. The proposal is for a variable 60km/h which is typically 600m long. There is an existing zone on State Highway 1. It is proposed to extend the zone along Katavich Road from the SH1 intersection to the school entrance and then around 180m west.

Sign types

The mean speeds along Katavich Road are 31.5km/h with an 85%ile of 45km/h. Since the traffic volumes are very low and the operating speed is below the proposed variable limit, **static** signs are proposed.



Figure 5.28 Waiharara School Zone



5.29 Springbank School

Proposal

The existing speed limit is 60km/h on Waimate North Road. With existing static signs for a school zone of 40km/h.

The proposal is for a **variable 30km/h** which is typically 300m long. The zone is proposed as a standard 150m either side of the school gate.

Sign types

The mean speeds along Waimate North Road are 59 - 64 km/h (for the school start and end windows 7-9am and 2-4pm), with an 85%ile of 66-73 km/h. (source Tomtom)

Traffic volumes are moderate (1000-<6000 ADT). Due to the both the mean speed and operating speed exceeding the proposed variable speed, it is proposed to replace the existing 40km/h static signs with new **30km/h electronic variable** signs, located at Waimate North Road at the Amuri Road intersection and beyond the bridge on Waimate North Road at RP 600m.





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7.3 GREENHOUSE GAS EMISSIONS REDUCTION OPTIONS

File Number: A5595398

Author: Aya Morris, Net Zero & Sustainability Programme Lead

Authoriser: Ken Macdonald, Chief Financial Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek endorsement for the adoption of science-aligned corporate emissions reduction targets to support progress toward net zero corporate greenhouse gas (GHG) emissions for Far North District Council (FNDC or council) and to recommend the allocation of resources toward corporate emissions reduction actions through the Long-Term Plan (LTP).

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Council has made commitments through the Climate Action Policy, Climate Change Roadmap and Far North 2100 strategy to reduce corporate greenhouse gas emissions in line with the government's national emissions reduction targets, achieving net zero emissions by 2050.
- Adopting science-aligned emissions reduction targets for corporate emissions will qualify council to apply for Climate Action Loans and emissions measurement subsidies through the Local Government Funding Agency.
- If emissions reduction work is not adequately resourced, council's existing climate action goals cannot be met, and council will be vulnerable to strategic and operational risks which may lead to reputational, financial, legal and compliance impacts.
- Council must decide whether to develop an emissions reduction plan with science-aligned targets and resource emissions reduction actions toward net zero.
- If work toward net zero emissions by 2050 is to be discontinued, a review will be required for the Climate Action Policy, Climate Change Roadmap and Far North 2100 strategy.
- It is recommended that council consult the public on emissions reduction targets and resourcing through the Long-Term Plan process.
- This report has previously been presented to Te Kūkupa Committee¹ and the committee has recommended the discontinuation of corporate emissions reduction, an option which is inconsistent with council plans and policies and is not supported by staff advice. Te Kūkupa Committee recommendation is as follows:

That Te Kūkupa Committee for Strategy, Policy and Regulation recommend to Council:

1. *Option 3 - emissions reduction is discontinued & investigate redirecting funding towards adaptation.*
2. *a rates reduction policy for areas of indigenous biodiversity that are carbon sinks- such as indigenous bush and wetlands be created for inclusion in the long-term plan; and*
3. *that FNDC investigate the investment in solar infrastructure for our offices and other buildings to enable sustainable power generation and also overall cost savings, as part of this long-term plan.*

TŪTOHUNGA / RECOMMENDATION

That Council:

- a) **Endorse Option 1, the adoption of science-aligned emissions reduction targets to support progress toward the net zero target for FNDC, and**
- b) **Recommend the inclusion of resources and funding for emissions reduction actions within the Long-Term Plan for public consultation.**

1) TĀHUHU KŌRERO / BACKGROUND

In 2020, Council adopted a Climate Change Roadmap with two climate change mitigation goals:¹

1. to reduce its own greenhouse gas emissions in line with the government's national emission reduction targets or better ("walking the talk"), and
2. to promote and advise the businesses and communities of the Far North towards Carbon Zero 2050 ("reducing our carbon emissions together").

In response to the Paris Agreement, the Climate Change Response (Zero Carbon) Amendment Act 2019 set GHG emissions reduction targets for New Zealand:²

To reduce emissions of greenhouse gases (except biogenic methane) to net zero by 2050 and to reduce emissions of biogenic methane to 14-24 percent below 2017 levels by 2050, including to 10 per cent below 2017 levels by 2030.

These targets are not mandatory for local government, and councils are not required to measure emissions. However, under the Resource Management Act 1991 (RMA) local government is required to consider the effects of a changing climate on communities. The Local Government Act 2002 (LGA) requires councils to integrate climate adaptation and mitigation into strategic planning processes and financial reporting, to ensure the resilience of infrastructure, and to consider community wellbeing.

Council's Climate Change Roadmap gives effect to these requirements. The roadmap was informed by extensive community engagement during development of the Far North 2100 strategy, adopted by Council in November 2021.³ However, neither the 2021-2031 LTP nor the 2024-2027 LTP allocated sufficient resourcing to support an emissions reduction trajectory toward the achievement of net zero greenhouse gas emissions by 2050.

The Climate Action Policy, endorsed by Council in 2023,⁴ states that council will measure and reduce emissions, aligning targets with the national Emissions Reduction Plan (ERP).⁵

Section 8 within the policy sets out actions to progress toward net zero emissions by 2050, including:

1. development of an operational emissions reduction plan to reduce corporate emissions,
2. annual corporate greenhouse gas emissions inventories,
3. sustainable procurement practices,
4. development of a regional emissions inventory,
5. preparation of a district-wide community emissions reduction plan, and
6. monitoring and reporting on a regional emissions reduction plan.

Historical support for Far North climate action goals

In 2015, Mayors and Chairs of New Zealand declared an urgent need for responsive leadership and a holistic approach to climate change.⁶ FNDC formally endorsed the Local Government Leaders' Climate Change Declaration in 2017.⁷

Community advocacy for climate action continued to grow over subsequent years. In June 2019, a deputation from the Kaitaia College Climate Action Group, a group which included members of

¹ Te Kūpapa Committee meeting, 18 February 2026, Agenda item 4.1, document number A5530352.

² Council meeting 7 May 2020, Agenda item 6.6, document number A2870762.

³ [Climate Change Response \(Zero Carbon\) Amendment Act 2019 No 61, Public Act Contents – New Zealand Legislation.](#)

⁴ Council meeting 4 November 2021, Agenda item 6.1, document number A3450795.

⁵ Council meeting 11 December 2023, Agenda item 6.4, document number A4490032.

⁶ Council's Climate Action Policy has not yet been updated to align with the government's second emissions reduction plan. [New Zealand's second emissions reduction plan 2026–30 | Ministry for the Environment.](#)

⁷ [Local Government Leaders' Climate Change Declaration 2017 - LGNZ](#)

⁸ Council meeting 26 October 2017, Agenda item item 8.3, document number A1927453.

council's Far North Youth Council, presented a deputation to call for the declaration of a climate emergency for the Far North,⁸ which was published on Youtube,⁹ and subsequently reported in the Northland Age.¹⁰ Two Far North Youth Councillors, including one of the students involved in this deputation, were later involved in the successful declaration of a climate emergency at the July 2019 Youth Parliament.¹¹ Later in 2019, a further deputation was presented by Far North Sea Change to support the call to declare a climate emergency.¹²

Climate action accelerated across the Northland region as legislative support for climate action was strengthened, with Whangarei District Council declaring a climate change emergency in 2019.¹³ Far North District joined a joint climate change adaptation committee and an intercouncil group known as Climate Adaptation Te Taitokerau,¹⁴ and adopted a Climate Change Roadmap by a majority vote of nine to one.¹⁵

Community support for the Climate Change Roadmap was evident during community engagement carried out during the development of Far North 2100. Community support for climate action was further demonstrated during the consultation process for the proposed district plan, held during 2022 and 2023, which attracted over 250 submissions which mentioned climate.¹⁶

In March 2023, another community deputation in support of climate action was presented.¹⁷ In December 2023, FNDC became the first local authority in Northland to endorse a climate action policy,¹⁸ resolving to endorse the policy and support its early socialisation with iwi/hapu/whanau.

More recently, in September 2025, a collaborative hapū-led deputation to Te Kuaka – Te Ao Māori Committee presented the Oromahoe Waitangi Kāinga Climate Adaptation Plan,¹⁹ which included a focus on climate mitigation goals as well as adaptation goals.

February 2026 Te Kūkupa Committee recommendation

On 18 February 2026 Te Kūkupa Committee recommended discontinuing corporate emissions reduction work and investigating the redirection of funding toward climate adaptation. The recommendation also includes exploring a rates reduction policy for areas of indigenous biodiversity that act as carbon sinks, such as indigenous vegetation and wetlands, for potential inclusion in the Long-Term Plan, and investigating investment in solar infrastructure for council offices and other buildings to support sustainable power generation and long-term cost savings. This community and corporate emissions reduction work is supported by staff.

GHG emissions data – what have we learned so far?

Council has completed two corporate GHG emissions inventories, which have provided data to inform emissions reduction planning and contribute toward climate change mitigation action. A third inventory is in progress, and a fourth planned to measure emissions from the current financial year.

Emissions are categorised as Scope 1, direct emissions from fuel, fertilisers, refrigerant gases, waste, and wastewater, where emissions sources are owned or controlled by council; Scope 2, indirect emissions from purchased electricity; and Scope 3, indirect emissions from goods and services.

For FY2022-23, the base year for emissions reduction measurement, corporate emissions for FNDC were recorded as 26,435 metric tonnes of carbon dioxide equivalent (tCO₂e).

⁸ Council meeting 27 June 2019, item 14, deputations.

⁹ [Far North District Council - Youth Council - Climate Change - YouTube](#)

¹⁰ [No climate emergency declaration for the Far North - NZ Herald](#)

¹¹ [Youth Parliament 2019 declares climate emergency | RNZ](#)

¹² Council meeting 19 December 2019, item 3, deputations.

¹³ [Whangārei District Council declares climate change emergency | RNZ News](#)

¹⁴ [Working together across Northland - Northland Regional Council](#)

¹⁵ Council meeting 11 December 2023, Agenda item 6.4, document number A4490032.

¹⁶ Summary of decisions requested tool. [Knack](#)

¹⁷ Council meeting 9 March 2023, item 3, deputations.

¹⁸ [Leading the way in climate action | Far North District Council](#)

¹⁹ Te Kuaka – Te Ao Māori Committee meeting 23 September 2025, item 3, deputations.

For FY2023-24, total corporate emissions were recorded as 30,787 tCO₂e. This represents an increase of 4,352 tCO₂e from the base year.

An increase in emissions across the first two years of measurement was caused by increased spending on infrastructure, due to repairs for infrastructure damaged by major storm events in 2023.

These completed emissions inventories have been verified by Toitū Envirocare – Enviromark Solutions Ltd (Toitū), a subsidiary of Manaaki Whenua Landcare Research within the Bioeconomy Science Institute.

As a certified Toitū Carbon Reduce organisation, council must adopt emissions reduction targets before the third emissions inventory is audited in April 2026. The existing net zero emissions target for 2050 is not sufficient to meet Toitū’s carbon reduction target requirements, and Council must adopt intermediate targets for the short term and medium term.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Completed corporate emissions inventories show that the most significant emissions sources for council are from capital works, particularly for the roading network, and from wastewater and sewerage services.

As shown in Figures 1 and 2, below, these three sources combined represent over 50% of the total corporate emissions for the council, offering the greatest potential for emissions reduction. To meet the net zero target, emissions from these sources must be reduced.

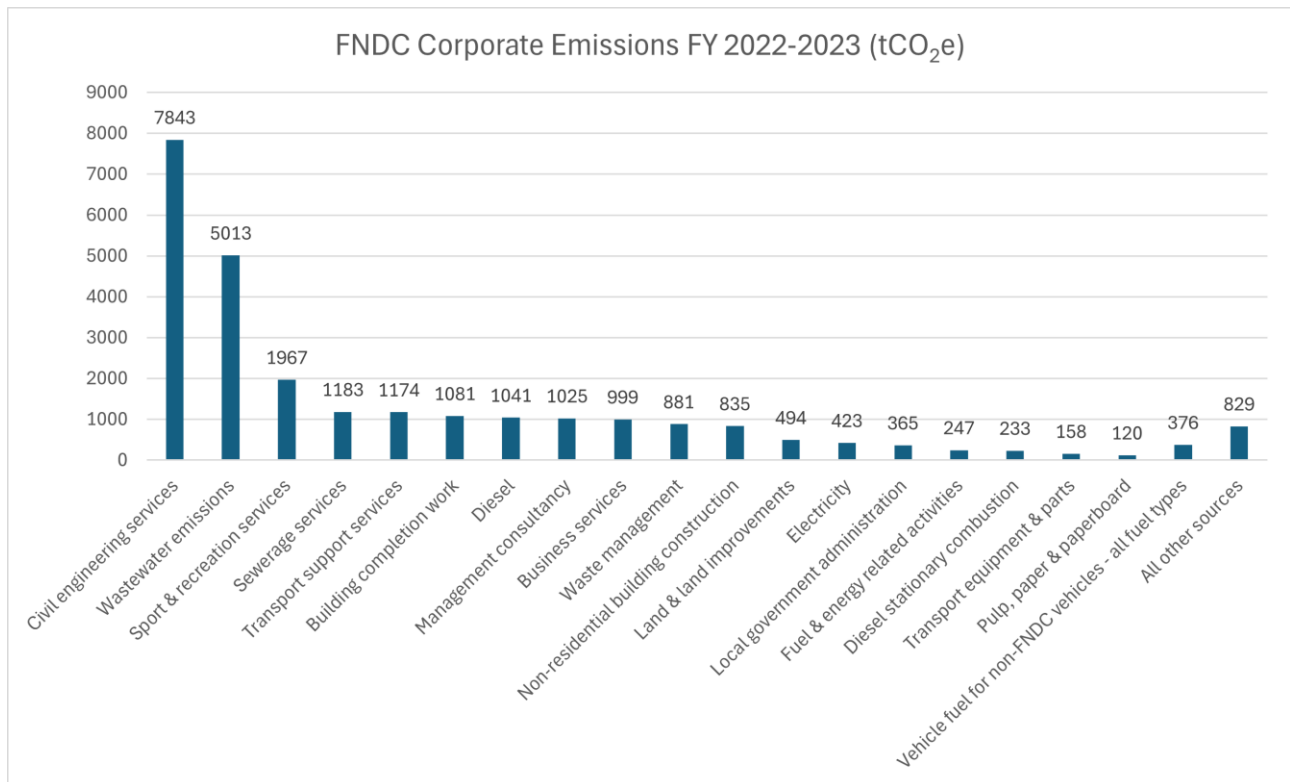


Figure 1. FNDC Corporate Greenhouse Gas Emissions FY22-23

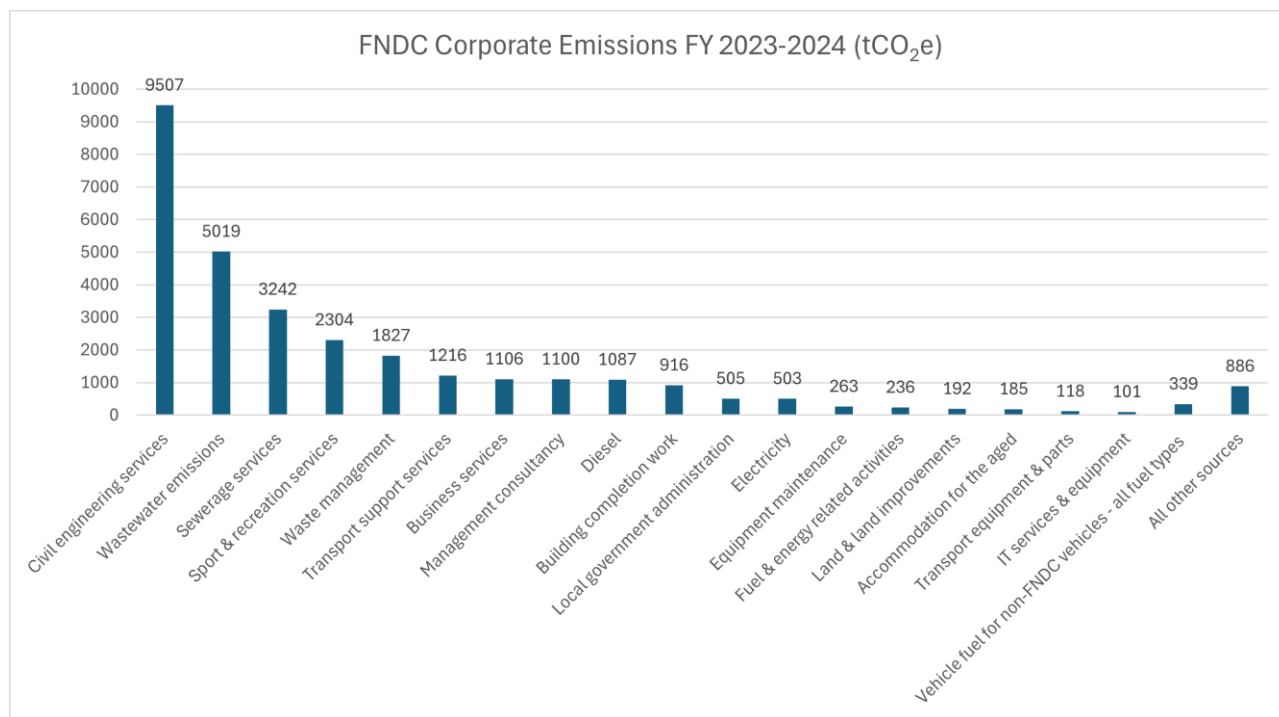


Figure 2. FNDC Corporate Greenhouse Gas Emissions FY23-24

Wastewater emissions fall within the biogenic methane category. A 10% methane emissions reduction is required by 2030, if FNDC aligns with the government’s second national emissions reduction plan (ERP2). The transfer of waters assets to the new Northland Waters council-controlled organisation (CCO) will not remove the emissions generated by these assets from council’s emissions footprint. The emissions will be transferred from scope 1 (direct emissions) to scope 3 (indirect emissions).

The most effective way to reduce indirect emissions from contractors or CCOs providing goods and services for FNDC, is through emissions reduction targets for contractors and CCOs. Sustainable procurement practices could introduce mandatory emissions reduction targets for contractors. It will be essential for emissions reduction targets to be implemented for the Northland Waters CCO if the 2030 biogenic methane target is to be met.

What are the benefits of measuring and reducing corporate emissions?

Reduction of emissions by council contributes toward national and international emissions reduction efforts which aim to mitigate the severity of climate change. The communities of the Far North have shown support for council’s climate action goals through the Far North 2100 engagement process and through LTP consultation on climate action spending.

Council has previously resolved to accelerate the community adaptation programme, Te Hōtaka Urutau Hapori.²⁰ Actions to support emissions reduction can also support climate adaptation. An emissions reduction plan for FNDC was produced by WSP in 2022.²¹ The WSP recommendations focused on several major emissions sources: waters services, waste management, buildings, vehicle fleet, and staff commute.

The largest share of emissions reductions in the WSP plan related to waters infrastructure. Climate adaptation is urgently needed for Far North waters infrastructure, which is vulnerable to projected increases in flooding, coastal inundation and sea level rise, and associated groundwater changes, as well as weather events.

Emissions reduction reduces council’s exposure to organisational risks. Council has formally recognised climate resilience as an organisational risk and included it on the Strategic Risk Register.

²⁰ Council meeting 28 August 2025, agenda item 7.5, document number A5221822.

²¹ FNDC Operational Emissions Reduction Plan, WSP (2022).

Given the broad impacts associated with climate change, it is important for council to actively mitigate this risk. Failure to progress climate resilience could expose council to increased reputational, financial, legal and compliance impacts. In addition, council has identified a separate transition-to-net-zero risk on the Operational Risk Register. Continued progress toward emissions reduction is essential to managing both organisational and reputational consequences, reinforcing that climate change remains a significant and high-priority issue for council.

Climate Action Loans

Local government organisations working to reduce their corporate emissions become eligible for Climate Action Loans through the Local Government Funding Agency (LGFA).²² These are low-interest loans that are not tied to specific projects and may be used to refinance existing debt, reducing interest costs. The new Northland Waters CCO will also be eligible to apply for Climate Action Loans if LGFA criteria are met.

To qualify for Climate Action Loans, councils and CCOs must comprehensively measure emissions, have annual emissions inventories verified for assurance purposes, and approve emissions reduction plans with science-aligned emission reduction targets. Once a science-aligned emissions reduction plan is in place, councils and CCOs become eligible for LGFA subsidies toward the annual costs of emissions inventory compilation and verification.

Climate Action Loans are intended to expedite climate action spending. Earlier climate action is recommended, as the costs of climate adaptation are projected to increase exponentially with each year of delay before action is taken. Typically, emissions reduction delivers ongoing cost savings, as initial investments in energy efficiency and fuel efficiency deliver lower fuel costs and electricity costs for the organisation in the longer term. These avoided costs can assist to repay the loans in future.

Are science-aligned corporate emissions reduction targets feasible for FNDC?

Science-aligned emissions reduction targets are based on the international climate change research which informed the Paris Agreement and seek to reduce emissions sufficiently to limit global warming to 1.5°C-2°C, a more ambitious aspiration than that set out in the government's national ERP2. Guidance on science-based targets is provided by the Science-Based Targets Initiative (SBTi),²³ and this guidance informs LGFA and Toitū practice. The achievement of science-aligned emissions reduction targets will require emissions reduction action to be resourced swiftly by contractors and CCOs as well as by council.

As climate change progresses, council will face growing costs associated with recovery from increasingly frequent severe weather events, such as the recent January 2026 storm, the 2022 and 2023 storm events, and the 2020 and 2021 droughts. Initial emissions inventories have shown that infrastructure repairs add to council's emissions footprint. Therefore, increased frequency of severe weather events may impact progress in emissions reduction.

Affordability is a key factor in emissions reduction. Council has not yet resourced implementation for the 2022 WSP recommendations. Capital works for waters infrastructure, particularly wastewater treatment infrastructure, formed the most significant share of the projected costs to implement these recommendations.

Climate Action Loans might offer an opportunity to prioritise earlier capital expenditure toward emissions reduction through the next Long-Term Plan. Earlier action could reduce the impact of steeply increasing costs for infrastructure construction. If all actions recommended by WSP are resourced by 2030, council will be better placed to progress the proposed 2030 target.

The single area of council operations with greatest potential for corporate emissions reduction is waters services. The timeline for the transfer of council's waters assets to the new Northland Waters CCO, and the potential delays in emissions reduction actions relating to these assets in the interim, may make it unlikely that significant emissions reductions for wastewater can be delivered by 2030.

²² [Climate Action Loans | New Zealand Local Government Funding Agency](#)

²³ <https://sciencebasedtargets.org/>

Sustainable procurement practices to introduce emissions reduction requirements for contractors will become possible as new contracts are agreed. However, some current contracts span up to ten years, which may mean delays of several years before new requirements can be introduced. These timelines reduce the likelihood that council can achieve intermediate emissions reduction targets by 2030.

To achieve the longer-term goal of net zero emissions by 2050, council will likely be required to offset emissions. Emissions offsetting through permanent forestry on council-owned lands may assist toward emissions reduction, but this pathway alone cannot achieve the net zero emissions target by 2050 without substantial land acquisition. The purchase of carbon credits will be required alongside emissions reduction investment if the net zero emissions target is to be achieved.

Corporate emissions reduction options

In accord with the council’s current Climate Action Policy and Climate Change Roadmap, continued work to measure and reduce corporate emissions is recommended. However, if an emissions reduction plan is to be adopted, council must allocate sufficient budget to resource the actions within the plan. Therefore, a decision is required regarding the level of emissions reductions council will seek to achieve.

Option 1 - Recommended

Option 1, the recommended option, is that the committee endorses a series of science-aligned corporate emissions reduction targets which meet minimum LGFA requirements and will qualify council for Climate Action Loans and emissions accounting subsidies.

Table 1 proposes science-aligned corporate emissions reduction targets for 2030, 2035 and 2050.

FY2022-23 emissions (base year)	2030 target	2035 target	2050 target
26,435 tCO ₂ e	15,333 tCO ₂ e	7,137 tCO ₂ e	0 tCO ₂ e

Table 1. Science-aligned corporate emissions reduction targets for Far North District Council

These science-aligned targets will require corporate emissions reductions of approximately 11,000 tCO₂e by 2030, a further 8,000 tCO₂e by 2035, and a final reduction of 7,137 tCO₂e to achieve net zero emissions by 2050. The 2030 target must include 10% reduction in biogenic methane.

There will be significant costs to achieve the 2030 target, with additional costs to achieve further targets. If Option 1 is endorsed, it includes an expectation that council, and council’s contractors and CCOs, will resource timely emissions reduction actions. The inclusion of projected costs in the next Long Term Plan consultation process will enable the council to assess the community’s appetite to progress the work programme.

Option 2

Option 2, which is not recommended, is that the committee endorses a series of moderate corporate emissions reduction targets, which are not designed to achieve the existing net zero emissions target by 2050, and will not qualify council to access Climate Action Loans or emissions accounting subsidies through LGFA. This option requires a review of council’s Climate Action Policy, Climate Change Roadmap and Far North 2100 strategy, to remove the references to climate change mitigation.

Table 2 proposes moderate corporate emissions reduction targets for 2030, 2035 and 2050.

FY2022-23 emissions (base year)	2030 target	2035 target	2050 target
26,435 tCO ₂ e	22,435 tCO ₂ e	18,435 tCO ₂ e	12,435 tCO ₂ e

Table 2. Moderate corporate emissions reduction targets for Far North District Council

These moderate targets will require emissions reductions of approximately 4,000 tCO₂e by 2030, a further 4,000 tCO₂e by 2035, and a further reduction of 6,000 tCO₂e by 2050.

The cost to achieve these more moderate targets will be less than Option 1, and spending will be allocated across a longer timeline. This option relies mostly on reductions in scope 1 and 2 corporate emissions sources, which council has the greatest control over, and which have potential to reduce costs alongside reducing emissions. If Option 2 is endorsed, council might adopt a simpler corporate emissions inventory format, measuring and reducing emissions from only scope 1 and scope 2 sources, while also requiring major contractors and CCOs to measure and reduce emissions.

Option 3

Option 3, which is not recommended, is to discontinue work toward corporate emissions reduction. This option has previously been endorsed by the Te Kūkupa Committee. However, it will not achieve the council's net zero emissions target for 2050 and would require a review of the Climate Action Policy, Climate Change Roadmap, and Far North 2100 Strategy to remove references to climate change mitigation. This option does not assist in mitigating climate resilience risk for council. If Option 3 is adopted, resources currently allocated to emissions measurement could be redirected to other priorities, such as the previously approved acceleration of the climate adaptation work programme.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The recommended option for corporate emissions reduction is Option 1, which delivers against the goals in council's Climate Action Policy and Climate Change Roadmap, and the Far North 2100 strategy. This option will also qualify council for Climate Action Loans and emissions accounting subsidies, which may be used to resource emissions reduction and climate adaptation work.

If Option 1 is not adopted and resourced, council cannot deliver on the strategic goals set out in Far North 2100, and a review for this strategy, as well as the Climate Change Roadmap and Climate Action Policy, will be required. This option leaves council exposed to strategic and operational risks, which may lead to reputational, financial, legal and compliance impacts. If council progresses science-based corporate emissions reduction planning, costs can be included into the long-term planning process and undergo public consultation to identify whether resourcing toward the net zero target is supported.

Option 2 has been proposed so that Council can consider whether it is feasible for council to resource the level of corporate emissions reduction necessary to achieve the existing net zero emissions target by 2050, or whether a transition toward a more moderate corporate emissions reduction pathway is preferred.

Option 3 has been proposed so that Council can consider whether council should entirely withdraw from the existing 2050 net zero target and cease work toward corporate emissions reduction, redirecting resources toward the acceleration of the climate adaptation programme.

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

Detailed costings for these alternative corporate emissions reduction targets have not been prepared, as the purpose of this paper is to seek the committee's endorsement for the proposed corporate emissions reduction targets before a detailed emissions reduction plan is developed.

The previous LTP has not budgeted for the implementation of the WSP recommendations, which are recommended as actions through both Option 1 and Option 2.

There are significant costs to implement the 2022 WSP recommendations, which are included in Option 1 to be delivered before 2030. If this option is to be adopted, the required costings must be prepared for inclusion in the LTP consultation process. Note that the greatest share of these costs will be for upgrades to waters infrastructure, which in future will be managed by the new Northland Waters entity.

Option 2 proposes extending the timeline for the implementation of the WSP recommendations out until 2035, spreading expenditure across a longer timeframe. If this option is to be adopted, the required costings must be prepared for inclusion in the LTP consultation process.

Option 3 offers cost reallocation opportunities as the budget allocated toward corporate emissions measurement might be repurposed toward the acceleration of the climate adaptation programme. However, Option 3 does not offer proposed cost savings through energy efficiency.

ĀPITI HANGA / ATTACHMENTS

Nil

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The proposal has a high level of significance, as Option 1, the recommended option, has unbudgeted financial impacts. Option 2 is inconsistent with Council plans and policies and has unbudgeted financial impacts. Option 3 is inconsistent with Council plans and policies but has no unbudgeted financial impacts. It is recommended to consult communities through the next LTP process.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Climate Action Policy (2023) Climate Change Roadmap (2020) Far North 2100 Strategy (2021)

	<p>Climate Change Response (Zero Carbon) Amendment Act (2019)</p> <p>Local Government Act (2002)</p> <p>Resource Management Act (1991)</p>
<p>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.</p>	<p>The report has district-wide relevance.</p>
<p>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.</p> <p>State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.</p>	<p>Climate change mitigation has implications for Māori as lands and waterways, as well as indigenous biodiversity, are vulnerable to climate change impacts.</p> <p>District-wide Māori community engagement was carried out around Far North 2100 strategy which informed the development of the Climate Action Policy and Climate Change Roadmap.</p>
<p>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).</p>	<p>All the groups named are affected by climate change, alongside the general population.</p>
<p>State the financial implications and where budgetary provisions have been made to support this decision.</p>	<p>This has been covered in Section 3.</p>
<p>Chief Financial Officer review.</p>	<p>The CFO has reviewed this report.</p>